3M MICROFILM

# START OF ROLL

# ROLL NO.

215

CONSTRUCTION CONTRACTS

9073

OREGON DEPARTMENT OF TRANSPORTATION

storm system discharges into Coos Bay. By implementing erosion control measures and stabilization of embankment material, turbidity problems would be substantially controlled and no significant sedimentation would be discharged into the bay.

The preliminary design indicates that sufficient material would be available on the job site to construct all necessary fills. All other construction material and aggregate would be obtained from commercial sources.

## Traffic Impacts

During the construction phase, much of the work would be accomplished on existing traveled streets that would involve maintenance type work more than new construction. The work would include street patching, overlay of existing pavements, line striping and similar type activities. Work of this nature would cause minimal delays and inconvenience to the motoring public, pedestrians and persons living or working in the area. Sufficient routes are available to detour traffic around the through the work area. Traffic movement can be guided through or around the construction smoothly by adquate uuse of flagmen, barricades and detour signing. Noise generated by this type of construction consists of vehicle and machinery noises not unlike normal traffic sounds. Emissions from the construction equipment are not expected to be significant nor would the work emit fumes or noxious gases different from or greater than normal highway traffic now passing though the area. Local weather conditions with prevailing sea breezes are of sufficient velocity to dissipate those emissions that do occur.

After construction is completed and those items identified under project characteristics have been installed or accomplished, the one-way couplet is expected to provide the increased capacity, safety and operational efficiency identified under Purpose earlier in this report.

The couplet is not expected to generate an increase in traffic volume but to carry the existing and projected increases through the central business district more efficiently.

Southbound traffic on U.S. 101 would be expanded from two lanes to three lanes at Sherman and Montana and continue as three lanes to the vicinity of Washington Avenue where the three lanes would meld to two and continue south on the existing U.S. Highway 101. The existing traffic signal at Sherman and Connecticut would be modified, however, final decisions on that signal have not been made at this time. The traffic signal at Virginia would be modified to fit the traffic needs of the couplet. Southbound traffic desiring to travel west may do so by leaving Sherman at Connecticut and traveling the truck route or by leaving Sherman at Virginia just as they do now. Southbound traffic desiring to travel east may leave Sherman at Connecticut, California and Virginia. Two of these turns are permitted now but no left turn is permitted at Virginia at this time.

Northbound traffic on U.S. 101 would be expanded from two lanes to three lanes at or near Washington Avenue and continue as three lanes to the vicinity of Montana where it would meld to two lanes and reenter Sherman Avenue. Northbound traffic desiring to travel west may leave Sheridan at Virginia, California or Connecticut. A new traffic signal would be installed at Sheridan and Virginia.

Northbound traffic traveling on Sherman Avenue south of Washington may turn south on U.S. 101 just as they can now. This traffic which desires to travel north would do so by crossing onto Washington and enter northbound traffic at Washington and Sheridan.

Southbound traffic traveling on Sheridan north of Montana would be directed to Sherman Avenue via Florida.

Northbound traffic traveling on Sheridan may continue north at Montana.

East-west traffic on Montana would no longer be possible as this is the area of transition between Sherman and Sheridan Avenues.

## Historic and Archeological Impacts

The Sherman - Sheridan project would not adversely affect any historic buildings or sites in the area discussed in the Environmental Setting. Since there are no known archeological sites and ground has already been distrubed in the project area, there would be no impacts on these resources.

### Record of Coordination and Mitigation

The Oregon State Historic Preservation Office was contacted to determine whether properties of National Register listing or potential existed in the project area. The Statewide Inventory of Historic Sites and Buildings was checked for entries in the North Bend vicinity.

## Noise Impacts

As a one-way street, one-half the traffic volume would be removed from Sherman Avenue and traffic noise levels would be expected to decrease somewhat. With one-half the traffic volume from Sherman Avenue directed to Sheridan Avenue, noise levels along Sheridan would be increased. The increase in noise levels directly attributed to traffic is not expected to have a significant impact on the immediate area due to the lack of sensitive noise receptors. The property adjacent to Sheridan Avenue is zoned industrial and the existing development consists of approximately eleven firms along the west side and six firms along the east side of Sheridan Avenue. The firms represent a wide range of activities and include a highway maintenance yard, industrial sales outlet, petroleum products bulk plant, sewage pump station, automobile repair shop, diesel service and sales, concrete building supply warehouse and sales, telephone switching building, private dwelling, corrections release facility, industrial steel sales, food stamp office, longshore hall, soft drink bottling company and ice cream plant. The remainder is open property, public parking lot, private parking-storage areas, undeveloped property and railroad right-of-way. The route is a low population area. Many of the firms are generating noise of a level approaching or equal to traffic noises in the street. Truck traffic pulling the grade at the north terminus is expected to be less noisy than current traffic that is starting and stopping at the existing traffic signals and traffic pulling onto the highway from the east of California, Connecticut and Montana.

Calculated $L_{10}$ noise levels from vehicle use of the existing configuration, 50' from the center line of the near travel lane, range from 84 to 86 dBA along Sherman and 68 to 72 along Sheridan. Anticipated increased use of the present facility by 1990 is expected to raise these levels to 85-88 dBA for Sherman, and 71-75 along Sheridan. Once completed, noise levels from the proposed couplet are expected to be from 80-82 dBA along both Sherman and Sheridan and by the year 1990 these levels are expected to reach 83-86 dBA.

The new couplet would reduce the existing noise level along Sherman from 2-6 dBA and the expected 1990 levels, 1 or 2 dBA. Once the couplet is implemented Sheridan would experience an increase to the present levels of 9-14 dBA, and from 10-13 dBA above the anticipated 1990 levels for existing facility.

Table 1 indicates the calculated noise level values along Sherman and Sheridan for the years 1976 and 1990 with both the build and no-build configurations. The number in ( ) indicates the unobstructed distance from the centerline of the near lane to the $L_{10}$70 dBA noise level.

## TABLE 1

### $L_{10}$ dBA Noise Levels @ 50'

| | 1976 | | 1990 | |
|---|---|---|---|---|
| | No-Build | Build | No-Build | Build |
| **SHERMAN** @ | | | | |
| Florida | 80 (338) | 80 (166) | 88 (450) | 86 (294) |
| No. of Virginia | 84 (269) | 81 (178) | 85 (325) | 83 (225) |
| So. of Virginia | 84 (275) | 82 (188) | 85 (338) | 84 (231) |
| So. of Washington | 84 (288) | 82 (200) | 85 (356) | 84 (244) |
| **SHERIDAN** @ | | | | |
| Florida | | 80 (166) | | 86 (294) |
| No. of Virginia | 72 (66) | 81 (178) | 75 (102) | 83 (225) |
| So. of Virginia | 68 (38) | 82 (188) | 71 (59) | 84 (231) |
| So. of Washington | | 82 (200) | | 84 (244) |

The air quality for this project can be approached on two levels--microscale and mesocale. Microscale effects are limited to the immediate highway corridor, where pollutant concentrations are raised above background levels due to emissions from nearby vehicles. The traffic volumes in the project are not large enough nor are speeds low enough to generate any appreciable pollution, given the unstable air present in this coastal community. No local violations of air quality standards are anticipated in the project area.

The mesoscale effects are reflected in terms of overall air quality throughout the study area due to planned alterations in the traffic network. The traffic parameters used for mesoscale air quality predictions are total vehicle miles traveled and average trip speed. The average trip speed represents an average condition reflecting acceleration, deceleration cruise and idle modes.

Increasing the number of lanes and width of lanes would increase capacity by reducing congestion and increasing average trip speed on the couplet. This should lead to a reduction in air pollution. The one-way couplet alternative tends to reduce emissions of CO and HC due to smoother traffic flow and higher and more uniform average speeds. Concentrations of CO and HC emissions are high during the idle mode and decrease as engine speed is in increased. High speeds produce the major portion of the NOx emissions. Yet, both HC and NOx have much higher emissions in the acceleration mode. Although NOx emissions would increase with speed, overall benefits would be obtained by increasing average trip speed.

Since the increase in highway capacity resulting from the construction of a one-way couplet would relieve the existing traffic congestion without generating greater travel demand improved air quality would result.

The most significant fraction of automotive particulate emissions are lead compounds resulting from the use of tetraethyl lead as a fuel additive. The total amount of lead discharged from the engine for any given operation is proportional to the concentration of tetraethyl lead in the ingested fuel. Continued phase down of tetraethyl lead by EPA will result in further decreases in lead emissions. DEQ's "Corbett-Terwilliger Area Lead Study" (Summary Report, November 8, 1974) measured lead emissions next to a freeway and no violations of the standards were found. Due to the fact that the traffic volumes in the project area are substantially less than those in the DEQ study area no violations would be predicted in the project area.

No violations of ambient air quality standards are known to exist in the project area, nor are future violations expected. The construction of a one-way couplet should not interfere or delay the attainment of air quality standards and is therefore determined to be consistent with the State of Oregon Clean Air Act Implementation Plan.

## Land Use Impacts

The major portion of the project occurs on existing traveled ways. Approximately one acre of land would be required for right-of-way purposes at the north and south termini. Once acquired for highway purposes, this land is lost to commercial or industrial development. The amount of land acquired for right-of-way is a relatively small amount in comparison to the total project and no significant impact is directly attributable to right-of-way. The improved traffic situation resulting from the project may provide a growth stimulus that would precipitate development on some of the vacant property in the project area.

## Economic Impacts

Traffic volumes on Sherman Avenue would be reduced by approximately fifty percent resulting in fewer vehicles passing existing businesses along Sherman Avenue. This would be a change from what exists now and certainly is a concern to the community in general and the businesses involved in particular. Economic impacts of a short term nature can be anticipated during the initial changeover to the one-way couplet. The change in traffic patterns may temporarily affect local shopping habits; however, as local shoppers become accustomed to the change, realize that there is less congestion and that the shops are more accessible, their shopping habits are expected to return to a level equal to or exceeding that existing prior to the changeover. Tourist oriented businesses located on Sherman Avenue would continue to attract all southbound tourists entering North Bend. These shops may anticipate an increase in shoppers as the shops become more accessible through the reduction in the number of log trucks, chip trucks, and general congestion along Sherman Avenue. Northbound tourists would be travelling through North Bend through an industrial oriented land use area. Local attractions, such as the ocean beaches, parks and other shopping centers, may draw a portion of these potential customers back into the local market place.

## Social Impacts

Social resources should be enhanced rather than adversely affected by making that resource more easily available to area residents and the traveling public. The project is not expected to substantially change the income, racial, ethnic or age distribution of the neighborhood or community. The project does not adversely affect the aesthetic image of the surrounding area. There is no significant impact expected on existing utilities. Overhead utilities, electric, telephone and TV cable, may be required to adjust their overhead lines to conform with the highway alignment in the transition areas.

## BASIS FOR NEGATIVE DECLARATION

This project is not expected to precipitate significant alterations in land use, planned growth, development patterns, traffic volumes or patterns, transportation services, or manmade resources. The project has no 4(f) involvements. The project would not divide or disrupt any established community, or cause a significant increase in traffic congestion. It is considered consistent with laws and regulations relating to the environment and would not have significant adverse impact on air quality or ambient noise levels.

It is the conclusion of the City of North Bend and the Oregon State Highway Division that this project constitutes a major action as defined in the Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementing the proposed action would not have a significant impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

E S Hunter
Deputy State Highway Engineer

3-21-78
Date

FHWA Division Administrator

Date

## HEARING RESULTS AND RESPONSE TO COMMENTS

### Public Hearing

A corridor-design public hearing for the Sherman Avenue - Sheridan Avenue one-way couplet was held in the Council Chamber of City Hall, North Bend, Oregon on July 14, 1977. Approximately fifty persons were in attendance. Eight persons made statements regarding the proposed couplet. The oral statements were made by persons owning property within the couplet, operating a business within the couplet or intending to locate a nonprofit business within the couplet. Written statements were received from eighteen persons. Three of the statements were considered redundant in that they were essentially transcripts of oral testimony given earlier. The written statements were made by persons or firms doing business within the proposed couplet, persons or firms traveling through the couplet area, the North Bend Chamber of Commerce and Coos Curry Council of Governments. The net results of the public response indicates that seven comments were against the project, five comments expressed no opinion for or against the project and eleven comments favored the project.

### Comments and Responses

This section addresses comments received on the draft negative declaration. Comments of like and/or similar content will be grouped together and addressed by a single response wherever possible.

### FRED J. OWENS

Mr. Owens' oral and written statements express the same basic comments and only the oral testimony is recorded here.

Comment:

"I strongly recommend the following: That all sidewalks be reduced to 7-foot widths instead of 12, some of which are completely paved and others planted and paved. This would allow approximately 11 1/2-foot lanes instead of 9-foot lanes and not disturb the parking on either side of Sherman Avenue. Traffic lanes 2 1/2-foot wider than the present lanes should preclude moving vehicle/parked vehicle accidents and parking accidents to probably close to the 6.38 accident per million vehicle mile for similar urban highways. Secondarily, if 11 1/2-foot lanes, after trial, show wider lanes are required, then, and only then, eliminate parking on one side of Sherman Avenue which would allow another 8-foot, making 13 1/2-foot lanes which should be more than ample. Thirdly, widen the 4 lanes not only through the business district but also north of the business district on Sherman Avenue to include the residential area. Fourth, let the utility companies stand the cost of setback of their utility lines if North Bend's city right-of-way agreement permits. Fifth, discontinue the couplet proposal."

TED WEINTRAUB

Comment:

"I think that Mr. Owens' proposal was the most realistic proposal that I have heard since I've been sitting in here and of course just listening to his viewpoint it makes sense."

GEORGE SORENSEN

Comment:

"The business district of North Bend, Oregon is in need of all the assistance possible to generate prospective customers. The elimination of north bound traffic from the business district is certainly detrimental. Other methods could be used to widen the traffic lanes other than by-pass the business section such as:

1. Eliminate parking on one side of Sherman Avenue.
2. Reduce the width of the sidewalks.
3. Move utilities on Sherman Avenue from the foot of Sherman hill to the bridge underground or to the inside of the sidewalk. Many utility poles presently are situated at curb side of the sidewalk.
4. Widen Sherman Avenue traffic lanes in the manner stated above from the business district to the bridge. This should provide from 11 1/2-foot to 13 1/2-foot traffic lanes.
5. The adoption of Sheridan Avenue couplet creates a very poor traffic circulation plan to reach the business district. The by-pass reduces traffic congestion for 4 1/2 (four and one-half) blocks but does not help Sherman Avenue from the business district north through the residential area to the bridge which remains with sub-standard traffic lanes.

In view of the above, as a former Chief of Police of North Bend, Oregon, I strongly recommend that the couplet proposal be dropped."

THOMAS R. GRAHAM

Comment:

"I feel that being located next to the proposed wye at 1656 Sherman a customer going north is going to have greater difficulty turning left to our place of business. The total traffic pattern will increase traffic on Union (our direct rear) and will place greater hardship on us at this point.

I think the proposal of Fred Owens (owner of McKays property) to widen Sherman has some good merit. I would be in favor of extending the project (widening) the 2 blocks north to Michigan Avenue as in Owens' proposal.

Something has to be done on Sherman Avenue for the benefit of everyone. I would think that by widening Sherman and putting the utilities underground certainly would give old downtown area a new outlook. I would be curious as to the estimated cost comparison between widening the street and the one-way couplet project."

Response

The draft negative declaration states that the present and future traffic capacity needs along this section requires at least two additional traffic lanes. Reducing the sidewalk width from 12 feet to 7 feet would not result in any additional traffic lanes. Widening Sherman Avenue was explored as an alternate. The limited right-of-way and extensive development along this section would make widening virtually impossible and cost prohibitive. Removing parking from one side would reduce the moving vehicle - parked vehicle conflicts but peak traffic volumes would meet and sometimes exceed the additional capacity provided by on-street parking prohibitions. The maximum width possible would allow no on-street parking.

Historically the problem has been identified with the central business district. This is not to say that a problem does not exist along the residential area north of the proposed couplet, but that area was beyond the scope of this project which, of course, is reflected in the amount of money allotted or available. Avenues are certainly open for the citizens to pursue a remedy to the traffic problems north of the proposed couplet. Under the franchise agreement with the City of North Bend, the utility companies do carry the cost of relocation. Not constructing the couplet was considered as alternative 5 of the draft negative declaration. Under this alternative it is apparent that traffic conditions through the central business district will deteriorate. Travel through the central business district will continue to grow more hazardous, more congested and less efficient.

HARRY GRAHAM

Comment:

"I live at 1418 Sherman. My place of business is at 1765 Sheridan. I oppose this because I'm getting hit both ways on this thing. In our residential districts the trucks have become real, real nuisances. They're noisy, when they come off the bridge they use jake brakes, when they come off the bridge in two-lane traffic they spread out to four lanes. It isn't conducive for us to park in front of our house, in fact we never park in front of our house. No one in the first two blocks from where Union hits Sherman Avenue until you get to Colorado parks on the west side of Sherman Avenue. Now if you make Sheridan one-way north you are going to create another street way down there because your're going to have trucks, specially trucks, loaded trucks, come down Sheridan, take a little run off the incline ramp from California heading towards Montana and going up that hill. You are just going to create another race track. I definitely oppose this in all matters, in all ways and shapes."

Response

The couplet is not expected to generate an increase in traffic volume but to carry the existing and projected increases through the central business district. Noise levels along the residential area north of the couplet are not expected to change one way or the other because of the proposed couplet. Noise levels on Sheridan are expected to increase due to an increase in traffic volumes. Noise impact was assessed in the draft negative declaration. The increase of noise levels on Sheridan Avenue directly attributed to traffic is not expected to have a significant impact on the immediate area due to a lack of sensitive noise receptors. Many of the firms are generating noise of a level approaching or equal to traffic noises in the street. The speed of vehicles traveling is posted at 25 miles per hour in the area in question. The couplet is not expected to increase the allowable speed permitted. Travel time through the area should be reduced not because of higher speeds but because of reduction or elimination of parking vehicle/moving vehicle conflicts.

MR. CRAIG O. WEST

Mr. West's oral and written statements express the same basic comments and only the oral testimony is recorded here.

Comment:

"We represent Franko Oil Company. They are right at the north end of this proposed project. By taking four of their small lots which they do not use and a portion of their corner where their service station is located you will be taking part of their sight line of north bound traffic. You will be taking away their main exit on the south part of their lot. This causes two main effects. First of all it forecloses or discourages people who are heading south bound to try to cross over and get into the station. There would be no way for these people to get through the station and then again return and get back going south bound. There is an island proposed in yellow on the diagram up there which presents quite a hazard both for traffic and for people trying to get across there if they are trying to exit our station from the south corner of that station. We anticipate that over a time there would be few people, if anyone, who would like to negotiate that type of hazard and we would lose nearly all of our south bound patronage. Of course, our business is important to have those people who are transients coming through maybe on a one-time basis may be back again, but it is important to us to have those people be able to get in and out of our station quickly and easily and I think on a south bound traffic lane those people we would lose completely. As far as the north bound traffic goes, the proposal calls for a steep s-curve and a steep grade and a rising grade which would cause us to be out of the sight line from the existing Highway 101. Today the people can follow a straight line and see us from quite a distance. The proposed couplet would allow them less time to see our sign, see our station and negotiate a rather tricky s-turn and get into our station. I think we can at this time state a ten to twenty percent loss of our patronage and good ingress and egress to this station and this coupling would severly damage that business.

In fact, it would probably have to close its doors if the coupling goes through as proposed. There are several alternatives that I think the Commission should consider. First, I think they could perhaps move the coupling one block south. I think there's a similar type of situation with a business that would have to be replaced but I think it is the type of business that is not so required to rely on transient in and out type traffic all the time. Of course, the Commission could ban the whole plan. The other proposed alternative possibly is to elongate, or lengthen, the ramp leading from Sheridan Street up to Sherman Street so that the sight line is preserved. Finally, I would like to correct some of the errors. I read over this draft statement that indicated a lack of development between Montana and Florida Street and I take exception to that. The declaration also indicates that the project will not require relocation of business and I think that if we loose 60% of our clientele we'll be put out of business and be forced to relocate somewhere else so I take exception to that statement. In addition, there are economic and social impacts which were not mentioned in the declaration in that obviously there is an economic impact on this service station if it's forced to go out of business resulting in lost jobs to those people both directly and indirectly connected with that station."

Response

Right-of-way is to be acquired from Franko Oil Company. The owners will receive monetary compensation for the fair market value for any and all property acquired from them for the proposed couplet. Severance damages may also apply if the project does in fact lower the value of the remaining property.

The existing condition requires southbound traffic to cross the two northbound lanes to enter the station and again to leave the station to continue south. The couplet would require the same maneuver, however sight distance will be reduced to the south. Northbound traffic in the transition from Sheridan to Sherman will not be as visible to the service station customer as the existing condition. The proposed island referred to will be a paint striped traffic delineator and not a physical obstruction to traffic.

The northbound traffic making the transition from Sheridan to Sherman will have a shorter sight distance to identify the service station than the existing condition. Construction of the proposed couplet would require that some of the vegetation that now exists south of the station be removed. The removal of said vegetation should make the station more visible to north bound traffic in the transition area.

Moving the north terminus one block south would make the transition in a more developed block, require the relocation of persons and/or businesses, exceed funds available and result in impacts greater than the proposed route. More developed in this context is a relative term and is simply a comparison between the number of existing businesses in one block as compared to the number of businesses in another block.

Not constructing the couplet was an alternative addressed on page 8 of the draft negative declaration and mentioned again in the response to Mr. Owens comments.

Within the framework governing relocation of persons and businesses, the project will not require the relocation of persons or businesses.

Economic and social impacts were identified and addressed in the draft negative declaration. Economic impacts of a short term nature are anticipated during the initial changeover to the couplet. The change in traffic pattern may temporarily affect local shopping habits; however, as local shopper become accustomed to the change and realize that there is less congestion and that the shops are more accessible, their shopping habits are expected to return to a level equal to or exceeding that existing prior to the changeover. Local attractions such as ocean beaches, parks and shopping centers may draw the tourist traffic back into the local market place. The couplet in itself is not expected to cause the demise of any economic or social amenities.

## MABEL GARNER

Comment:

1. Leave Sherman and Sheridan as they are.
2. Take corner off C.H. at Sheridan for less sharp turn.
3. Put trailer houses, etc., northbound on truck route.

Response

Not constructing the couplet was considered as alternative 5 of the draft negative declaration and was touched upon again in response to Mr. Owen's comments. The proposed couplet will ease the curve near Cutlip's (if that is the area you refer to as C.H.). Trailers, etc., only travel the truck route now if they are coming from the beach on the Cape Arago Highway and intend to travel north on U.S. 101.

## L. G. CUTLIP

Comment:

"From the outcome of the hearings we feel our operations and business will be greatly jeopardized with the on-coming traffic and there will be some question for us to continue to operate our business as we have in the past fifty-four years.

We were told we would be granted fourteen feet for loading and unloading transports which we find is not sufficient. It will be impossible for all delivery trucks, freight lines, milk truck tankers, retailers, etc., to enter and exit our premises safely in the space allotted in your preliminary plans. We have never had a traffic accident in fifty-four years by ingressing and egressing from our premises at the present rate of traffic.

Since we are greatly concerned about traffic safety, we would appreciate having someone in authority from your department come down and go over this problem."

Response

The proposed couplet does not change access to the property. It is recognized of course that traffic volume will substantially increase over the existing condition. Your specific request for someone to come down and go over the problem was forwarded to the Highway Division of the Oregon Department of Transportation.

A meeting was held between Mr. & Mrs. Cutlip and representatives of the Highway Division on February 7, 1978. The problem of access to the front of the plant was discussed. It was considered advantageous to both parties to revise the access to the rear of the building. This would require both some remodeling at the owner's expense and some fill and road connection work by the Division.

The Division is now working on a design for this problem which will be acceptable to both parties.

MRS. ROBERT EMMETT

Comment:

"How are the 'hill people' (Washington Street south of Sherman... and all those related streets...) to proceed North? Will there be a stop-light regulating the southbound traffic on Hwy 101 so the populace on the hill can proceed North? Will we take our chances on trying to get across...down to Sheridan to Virginia and then west on Virginia to get to the Pony Village or points west? Most inconvenient!"

Response

Sherman Avenue traffic coming off the hill south of Washington will be provided with a route onto the new northbound pattern. Access to the southbound pattern will remain essentially as it now exists. No traffic signal is being considered for this intersection at this time. The southbound lane will be reduced to two lanes to match U.S. 101 further south. Traffic coming off the hill and desiring to travel north will stop at the intersection and cross two southbound lanes onto Washington which will be one-way east, travel to Sheridan and make a left turn onto the one-way northbound traffic there. The crossing of the southbound lanes onto Washington should be less hazardous than the existing condition.

The next three persons spoke on behalf of the Star of Hope and their comments will be stated and responded to as a single imput source. Their written statements express the same basic comments and only the oral testimony is recorded here.

MARC T. KANE

Comment:

"The Star of Hope Activity Center is in North Bend. We are in a 'must move' situation in our present facility. The facility is to be located between Sheridan and Sherman just immediately south of Montana. So that puts us very much in the heart of this project. In fact, the project will wrap around us, so to speak. The piece of property that this building will be placed on is currently owned by Coos County. Knowing our plight in terms of space and our proposal to build a building, Coos County proposed to deed to us this piece of property between Sheridan and Sherman immediately to the south of Montana. What we are suggesting is that we try to find some compatible proposal between the State Highway Department and ourselves. Therefore, we requested that the State not request as much of the right-of-way as they are currently requesting."

LILAH BIDWELL

Comment:

"The sooner we get our building the sooner we can provide for the other retarded adults. So my concern is that we need the building now and if we cannot use this property it's going to be quite a bit longer before we can use it so I urge you to consider the retaining wall."

LYNN HEUSINKVELD

Comment:

"I just want to underline that the Star of Hope desperately needs to relocate."

Response

The Star of Hope, Coos County, the City of North Bend and the Highway Division of the Oregon Department of Transportation held several posthearing meetings to resolve the on-site parking deficiency outlined in the formal hearing. The alignment, grade and right-of-way requirement of the proposed roadway in the vicinity of the Star of Hope's building site was altered to allow for parking. Coos County then agreed to deed the revised right-of-way parcels to the State and to the Star of Hope.

MRS. DONALD SHARMAN

Comment:

"As one who must use this highway many times a year, has anyone even considered the northbound traffic remaining on Sheridan two more blocks then angling over and coming out around Bay Avenue? This would bring the two highways back together at the only logical place - outside of the congested area. As for the businesses along Sherman not getting as much trade, well, as it is now if I want to stop at McKays I will come down Union northbound to make it easier to get through traffic. My point being if you want to stop - it's going to be easier to get there with a controlled flow of traffic than it is now, and this one-way system is needed so very much. I do not believe that the inconvenience to a few should stop the progress of this highway. But as long as you're doing it - do it right, and don't take it only half-way through town!"

Response

The problem area identified for a long period of time has been the central business district. The scope of the project did not include the residential area north of the proposed couplet. Again, this is not to say that a problem does not exist in the area you mention. For the present, funding is not available to undertake the routing you suggest. It is not too early for the citizens to suggest this as a future project. Your other coments have been noted.

The following comments all favor the project and response is only given where it appears necessary.

BILL SMITH

Comment:

"I think the City has shown good judgment in considering the State's proposal for a one-way couplet. It will definitely relieve our traffic and parking problems. I urge the City and the State to adopt this proposal."

WILLIAM B. CUSACK

Comment:

"Pony Village wants to be on record as being in favor of the Sherman-Sheridan couplet. We feel that the change would be less hazardous to the pedestrian, to the drivers of the automobiles that are parking on the east side of Sherman, and, in my opinion would allow the traffic to move faster than the current 25-miles per hour, which I feel is restrictive."

Response

Raising the speed limit through the central business district was not addressed in the draft negative declaration. Travel time through the area should be reduced due to elimination of congestion which now exists and by the addition of one more travel lane through the central business district.

DAVID D. SANT

Comment:

"Having been a resident of the North Bend area for six years, I am vitally aware of the safety hazards that exist on Highway 101 in downtown North Bend. Therefore, having looked at the plans for the couplet, I heartily endorse the project in the best interests of my family and, in my opinion, the community."

DEAN A. SMITH

Comment:

"I have been a resident of North Bend for most of my life (almost 47 yrs.). In that time I have seen the traffic on Sherman Avenue grow by leaps and bounds. I have seen parked cars lose their doors when opened in the face of moving traffic. I have seen cars sideswiped because of narrow lanes. I have seen trucks use two lanes at once to avoid sideswiping cars. I have seen traffic snarled by accidents that could have been avoided had there been wider lanes and one-way traffic.

It is, therefore, my feeling that the proposed couplet is vitally needed by the City of North Bend. I hope you will see fit to undertake this project, which I, also believe will lead to the rebirth of the downtown area."

JACK TANOUS, Stalcup Trucking, Inc.

Comment:

"The traffic congestion and narrow streets that currently exist in the City of North Bend are constant traffic hazards. The loss incurred by our fleet due to accidents in this congested area is very high in proportion to any of the cities our trucks must travel through.

Please accept my whole hearted endorsement and support of the Sherman-Sheridan Street interchange project. The highway improvement project is vital to our industry and to the safety of our fleet, as well as the general public."

ANTHONY T. STANFILL, Stanfill's Auto Body Shop

Comment:

"We favor installing a one-way couplet on Sherman Avenue and Sheridan Avenue in the City of North Bend."

BERNON BUCKINGHAM, Coos Bay Dredging Co.

Comment:

"We feel that the proposed Sheridan-Sherman couplet would in no way interfere with our business on Sheridan Street and feel it would eventually be beneficial to all people fronting on Sheridan and Sherman Streets."

DALE BAKER, Georgia-Pacific Corporation

Comment:

"Georgia-Pacific would be very much in favor of the project in question as our corporation runs a lot of heavy trucks through your town each day. This seems like an excellent solution to your traffic problem in North Bend. I believe it would expedite truck traffic considerably. It also appears that the cost would be minimal to put this project into operation."

VIRGINIA PRENTICE, North Bend Chamber of Commerce

Comment:

"The apparent threat to business and it is just apparent, cannot be the deciding factor to the impossible traffic congestion in downtown North Bend, Oregon.

No merchant wants a traffic pattern change in front of their store, (most people don't want a change of any kind), but due to the tremendous increase in traffic on 101 a change must be made and now!! In fact, improved traffic flow can indeed improve business.

I personally drive this area twice-a-day, it is out and out DANGEROUS!!!

The proposed couplet would relieve this impossible congestion in downtown North Bend, improve traffic flow, remove some of the hazards of this section of the highway and benefit the entire area."

SANDRA DIEDRICH, Coos-Curry Council of Governments

Comment:

1. There is a need for the couplet based on safety.
2. The future traffic needs indicate at least two more lanes of traffic are required.
3. The couplet is included in numerous plans for the City of North Bend and the North Bend/Coos Bay area. The couplet won local favor at an earlier time when it was discussed in the 1960's.
4. Because the project impacts an urban environment, wildlife will be affected only minimally.
5. The project will not negatively impact soil and water.
6. Traffic impacts will be adequately handled by guiding traffic movement through or around the construction. Noise generation during construction will not be great or unlike regular traffic sounds. Emissions during construction will not pose a problem. Once the project is complete, the couplet will provide increased traffic capcity, safety and operational efficiency.
7. Historic and archeological sites will not be adversely affected.

8. Noise impacts will not increase overall in the couplet area. The decreased noise levels on Sherman will make it more attractive for further development. The increased accessibility of Sheridan will make it more attractive for development.

9. No significant impact is directly attributed to right-of-way. The long term land use impact will occur because of the increased accessibility of those parcels fronting on Sheridan Avenue.

10. Economic impacts in the short term relate to disruption from construction. The short term effects are unavoidable and are not overly important. The long term effects, economically, will be derived from the tremendously increased accessibility and traffic flows in North Bend's CBD.

In consideration of the above, we, therefore, support the findings of the "Draft Negative Declaration" and support the conclusion that an environmental impact statement is not required.

Response

Comments noted.

# APPENDIX

P.O. Box 1128 * Roseburg, OR 97470 * PH: 672-6658 PRO 6

September 1, 1977

Ladies and Gentlemen:

Attached is a copy of a traffic analysis study promised to those attending the public hearing July 14, 1977 pertaining to the proposed Sherman-Sheridan one-way couplet project.

This study is thought to be self-explanatory but if you have any questions do not hesitate to contact this office.

The City staff is now reviewing the hearing results and in the near future will be finalizing the negative declaration and will prepare a hearing study report. Some delay has occurred due to the negotiations between Coos County and City officials regarding the small parcel of right-of-way needed for the construction project owned by Coos County and has now involved the Star of Hope organization in the balance of the County's ownership in the lot.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L Clark
By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
Encl.

cc: D.H. Moehring
Bill Brown
Frank Morrison
Al Roth
Irene Johnson

OREGON DEPARTMENT OF TRANSPORTATION
Project Management and Operations Planning Section
Urban Studies Unit

# CITY OF NORTH BEND: ORE 101 ONE-WAY COUPLET PROPOSAL

## Background

The City of North Bend and Region 3, Highway Division, asked the Urban Studies Unit to forecast traffic and do other analysis work in relation to the proposed construction of an ORE 101 one-way couplet on Sherman and Sheridan Avenues.

Meetings were held between city officials, Region 3 and Urban Studies Unit personnel to determine the scope of work required to answer the various issues and concerns of possible traffic impacts. Existing traffic control information was furnished by the city as well as opinions as to probable traffic pattern changes. Region 3 made special traffic counts. The Urban Studies Unit inventoried enough physical street data to compute capacities (Levels of Service).

This report is the result of the above-mentioned cooperative work. Thus, a "mini-study" has been completed including a ten-year traffic forecast for a portion of the North Bend Central Business District (CBD). This report will first present the existing (1977) traffic information and forecasts for 1987. After the general presentation of these forecasts, specific transportation questions and issues will be addressed.

## Existing Traffic Controls and Assumed Changes

The 1977 traffic control conditions for a portion of the North Bend CBD are shown by Map 1. The anticipated or assumed traffic control conditions after construction of the new couplet are shown by Map 2.

These traffic control conditions are important, because they provide the basis for estimating which streets are most attractive to traffic. Those streets with stops or other impediments are assumed to have lower travel speeds and are assigned less traffic. Maps 1 and 2 are the basis for traffic volume assignments that will be discussed in the next section of this report.

## 1977 Traffic Volumes and 1987 Forecasts on the Existing System

The 1977 Summer Traffic Volumes shown on Map 3 are today's existing traffic conditions. Summer volumes were selected as they are the highest volumes of the year, indicating the "worst case" condition.

If no street improvements or changes are made, by 1987 summer traffic upon the existing system should be as shown by Map 4.

## Traffic Growth 1977 to 1987

In more comprehensive studies traffic growth is forecasted based on changes in population and employment. These variables have proven to be among the most reliable indicators of traffic growth.

However, the time element of this mini-study did not allow such a level of investigation, with the accompanying additional forecasting reliability. As a substitute, the historical trend of traffic on ORE 101 traffic (Sherman Avenue) was examined and a growth factor (1.31) selected for the period 1977-1987. Figure 1 shows the historical traffic trends and the results of this work.

As the other streets in the CBD appear to function as part of a system with ORE 101, the same growth factor was assumed for traffic on these streets.

## 1977 and 1987 Traffic Forecasts With the New Couplet

Traffic patterns will change not only by the construction of the couplet, but because of changes in traffic control as shown by Maps 1 and 2.

With all of these changes completed, 1977 traffic should redistribute as shown by Map 5. The Urban Studies Unit has a relatively high level of confidence of forecasts on Sherman and Sheridan, and only slightly less confidence for traffic on Virginia.

However, for city streets such as Meade, Connecticut, Union, etc., the Urban Studies Unit did not have extensive historical traffic records or knowledge of current or new trip attractors in the area. One substantial new attractor in the area could make a significant change in CBD traffic circulation. The Urban Studies Unit used the advice and opinions of city officials and fairly complete traffic counts as a basis for traffic assignment. These local street forecasts should be considered as the Urban Studies best effort, but realizing that there may be unknown local factors or conditions, which were not taken into account. The forecasted traffic for 1987 is shown by Map 6.

## Capacity and Level of Service

In urban areas, the signalized intersections control the traffic carrying capacity of streets. It should be understood that there is no single value of traffic capacity for a street. Under varying conditions, more or less traffic can satisfactorily use a given street. An addendum describing Level of Service and Service Volume is included as an appendix to this report. This addendum will give the reader a reasonable picture of what driving conditions would be like under the various Levels of Service.

The forecasts of Levels of Service for four signalized intersections are shown by Table 1. Levels of Service are shown for peak hour conditions for 1977 and 1987 for existing conditions (no build) and for conditions after couplet construction, together with all other traffic control changes.

Technical interpretations of Table 1 are as follows:

1. The intersection of Virginia and Sherman is operating at Level of Service "D" now. This level is becoming more acceptable in urban areas during peak hours.
2. If no changes are made, Virginia and Sherman will operate at Level of Service "F" during peak hour in 1987. Level "F" is a clearly undesirable traffic condition.

3. If the couplet and other changes are implemented and Virginia is left with four lanes between Union and Sheridan, the intersection of Virginia and Sherman will operate at Level "C" in 1977 and Level "E" in 1987. Level "C" is quite desirable. Level "E" is not desirable, but is not as bad as Level "F". Despite some delay, traffic can still get through during peak hours; during the remainder of the day conditions are quite acceptable. When conditions actually approach Level "E", it is entirely possible that a low cost traffic engineering modification could improve the Level of Service.

4. If the couplet and other changes are implemented and Virginia is three-laned (with center lane available for left turns or straight through) between Union and Sheridan, the capacity will be improved to Level "B" in 1977 and Level "D" in 1987. This is due to making it easier to make turns and to wider lanes in which to maneuver. It is not advisable to three-lane Virginia west of Union because two lanes are needed in each direction. The three-laning mostly helps turning moves, and turning moves should not be as great a problem west of Union as to the east.

5. The intersection of Virginia and Sheridan is shown at Level "C" or better now. The intersection is presently unsignalized and traffic volumes are low. Conditions will change at this intersection after construction of the couplet. A three-phase signal will be necessary. Level of Service "C" will be obtained in 1977, but increasing traffic will lower the Level of Service to "D" in 1987. In order to attain Level "D" in 1987, a right turn lane will be needed westbound on Virginia. This will require the removal of from 50 to 100 feet of parking.

6. The couplet per se would not change traffic at Virginia and McPherson very much, but moving the truck route does. Current service at this intersection is at Level "A". With the changes, 1977 service will be at Level "B". In 1987, with the couplet and other changes, the usually acceptable Level of Service "D" will be obtainable.

7. There are no capacity problems forecasted at Sherman and Florida, where a signal will be relocated from Sherman and Connecticut.

## Specific Questions and Issues Discussed

Attached as part of this report are two letters, a May 20, 1977 letter from the city and a May 23, 1977 letter from Region 3. The questions and issues raised in these letters (those not earlier covered in this report) as well as those received by telephone by the Urban Studies Unit will be paraphrased and discussed below.

1. How will a signal at Virginia and Harrison impact traffic movement on Virginia, considering construction of the couplet?

   There should be no discernable impact on the area under study by a signal at Harrison. The impacts of the couplet have been discussed earlier.

2. Is Virginia a reasonable alternative to the existing truck route?

   Virginia does appear a viable alternate to the existing truck route. Three-laning Virginia between Union and Sheridan will provide wider lanes for trucks and ease turning problems.

3. Questions relating to capacity--are there any bottlenecks?

   Levels of Service (capacities) have been discussed earlier. The Urban Studies Unit discovered no bottlenecks. The Levels of Service shown by Table 1 are based on recommended lane configurations and turning moves evident to our technicians (see Figure 2). Many other combinations are possible and other engineers may be able to improve upon this work.

4. Can the city expect additional curbside parking restrictions?

   In general, No. However, near 1987 a right turn lane may be desirable westbound on Virginia on the east side of Sheridan. One hundred feet of parking removal would satisfy this need, if in fact it actually occurs.

5. Will there be truck turning path problems at Sherman and Sheridan?

   Map 7 shows a suggested radius design for Virginia and Sherman. Curbs should have a 25-foot minimum radius. It should be remembered that Sherman presently has four narrow lanes. With the couplet concept, the wider 12-foot lanes will ease turning moves from present conditions.

   There should be no truck turning problems at Virginia and Sheridan.

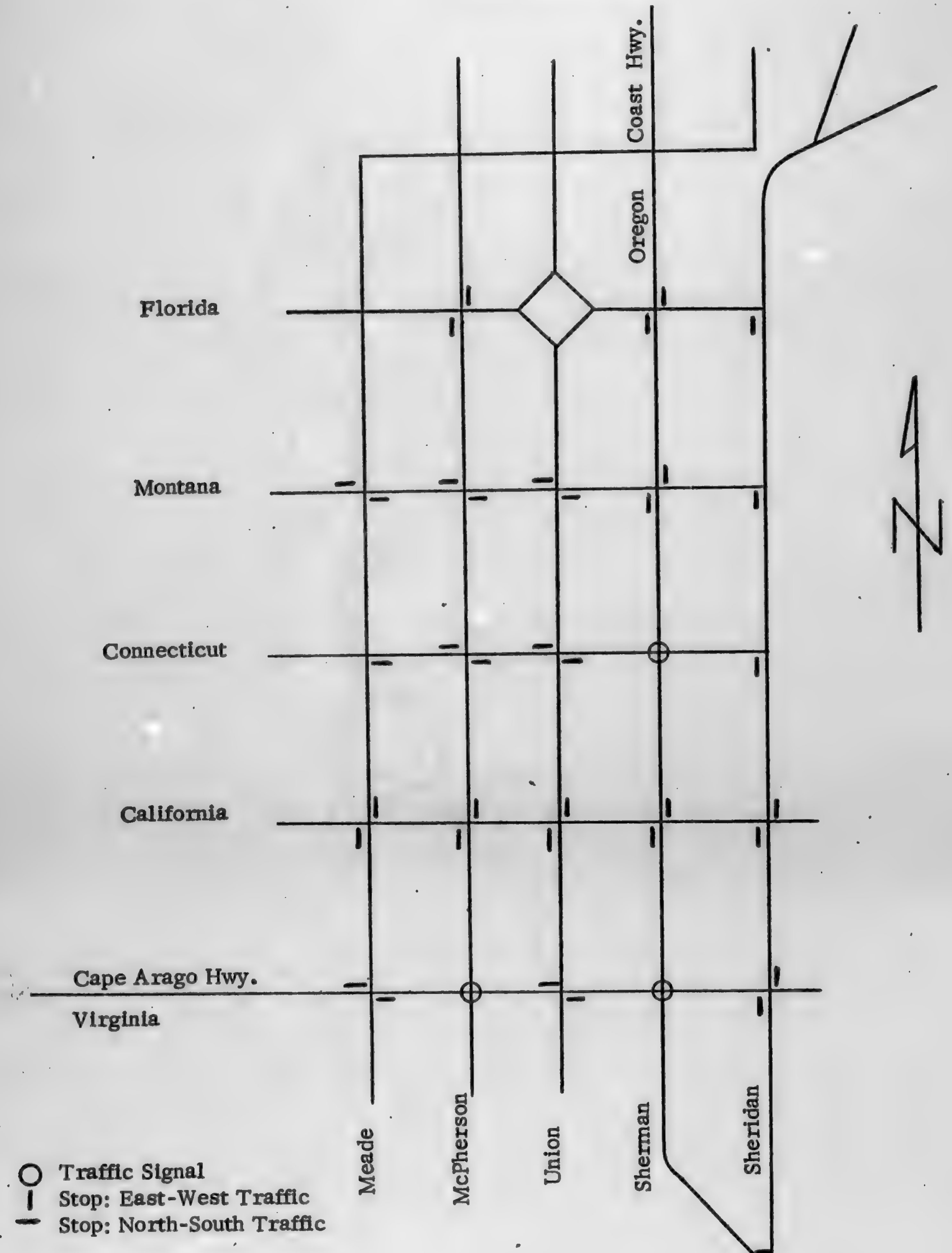
6. Will Union experience increased traffic by vehicles eastbound on Virginia turning left on Union to take the two block shorter path to ORE 101?

   We don't think so. The left turn to Union would be at an unsignalized intersection in the face of substantial on-coming traffic. Motorists, especially heavy trucks, usually attempt to avoid this situation. However, if the problem actually occurs eastbound traffic on Virginia at Union could be signed to prohibit left turns. As an alternative, a stop sign or two on Union would make the route unattractive from a time standpoint.

Mel Makin/William L. Cranford
August 26, 1977

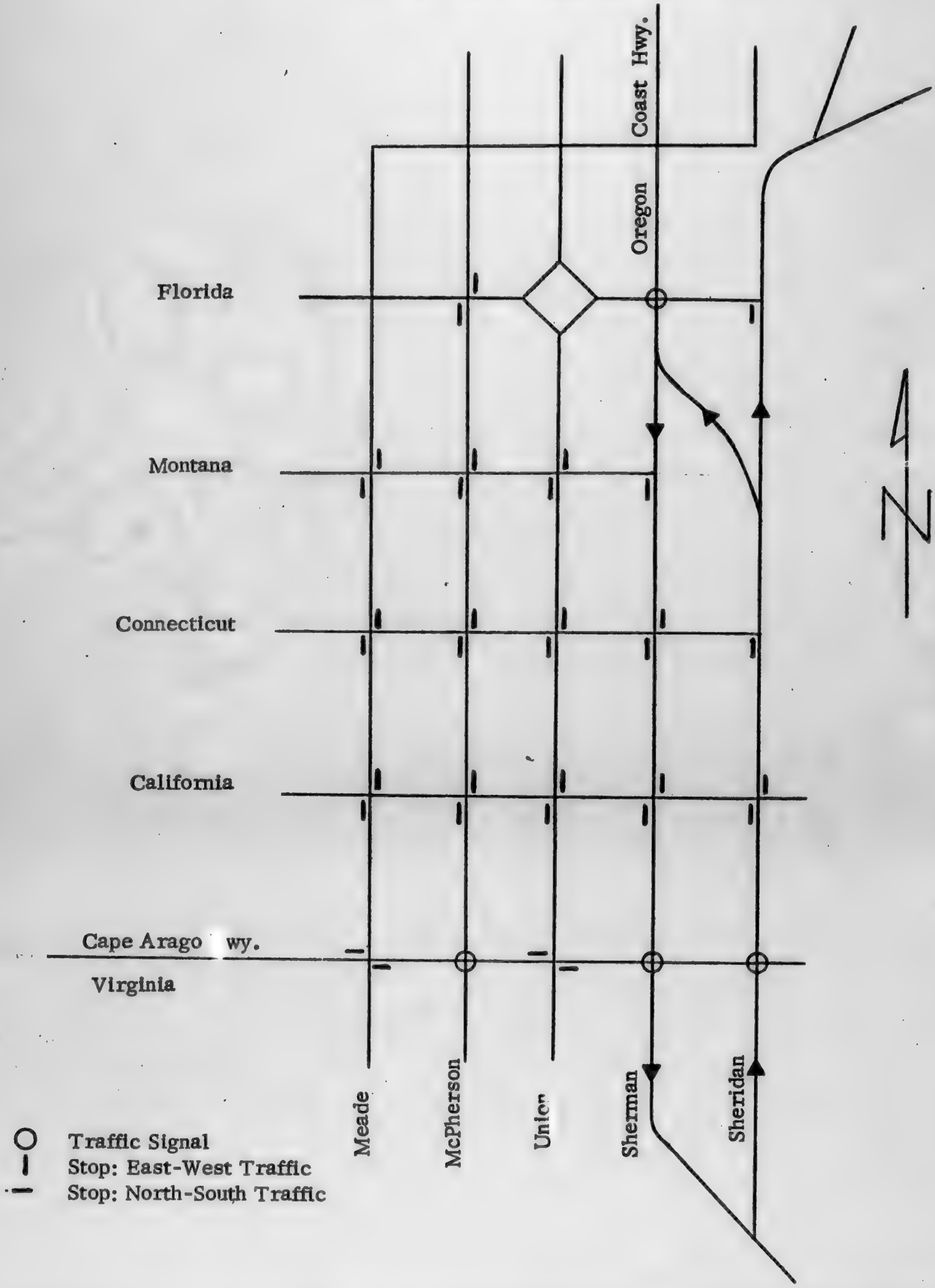
MAP 1

## NORTH BEND: ORE 101 COUPLET PROPOSAL
Current Conditions


Oregon Coast Hwy.
Florida
Montana
Connecticut
California
Cape Arago Hwy.
Virginia
Meade
McPherson
Union
Sherman
Sheridan
N
○ Traffic Signal
Stop: East-West Traffic
Stop: North-South Traffic

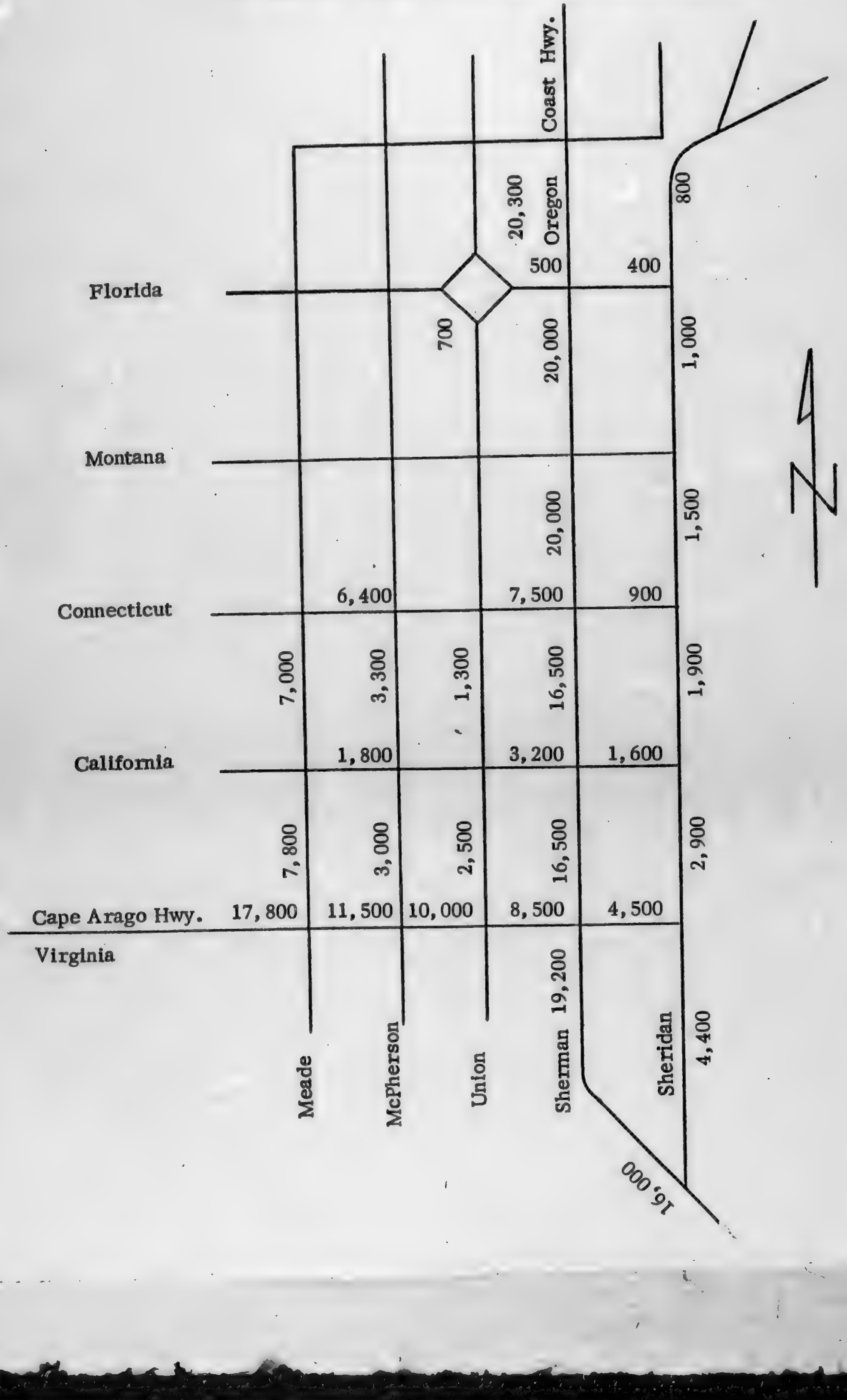
## MAP 2

### NORTH BEND: ORE 101 COUPLET PROPOSAL
### Assumed Changes in Traffic Control Conditions
### With Sherman-Sheridan Couplet


Oregon Coast Hwy.
Florida
Montana
Connecticut
California
Cape Arago Hwy.
Virginia
Meade
McPherson
Union
Sherman
Sheridan
N
○ Traffic Signal
Stop: East-West Traffic
Stop: North-South Traffic

MAP 3

## NORTH BEND: ORE 101 COUPLET PROPOSAL
## 1977 Summer Traffic Volumes with Current Conditions


Coast Hwy.
Oregon
20,300
800
500
400
Florida
700
20,000
1,000
Montana
20,000
1,500
N
Connecticut
6,400
7,500
900
7,000
3,300
1,300
16,500
1,900
California
1,800
3,200
1,600
7,800
3,000
2,500
16,500
2,900
Cape Arago Hwy.
17,800
11,500
10,000
8,500
4,500
Virginia
19,200
4,400
Meade
McPherson
Union
Sherman
Sheridan
16,000

MAP 4

## NORTH BEND: ORE 101 COUPLET PROPOSAL
## 1987 Summer Traffic Volumes with Current Conditions

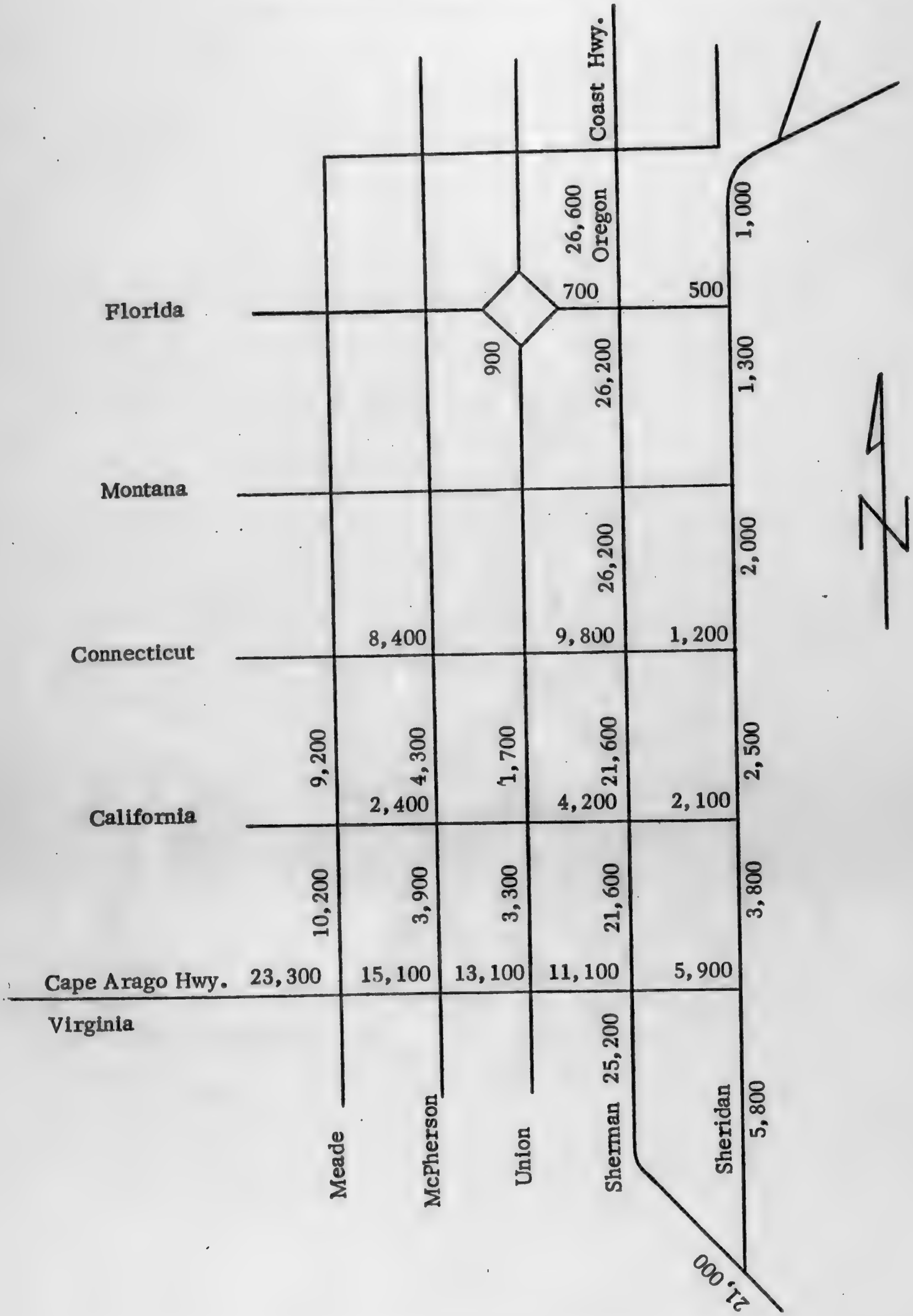
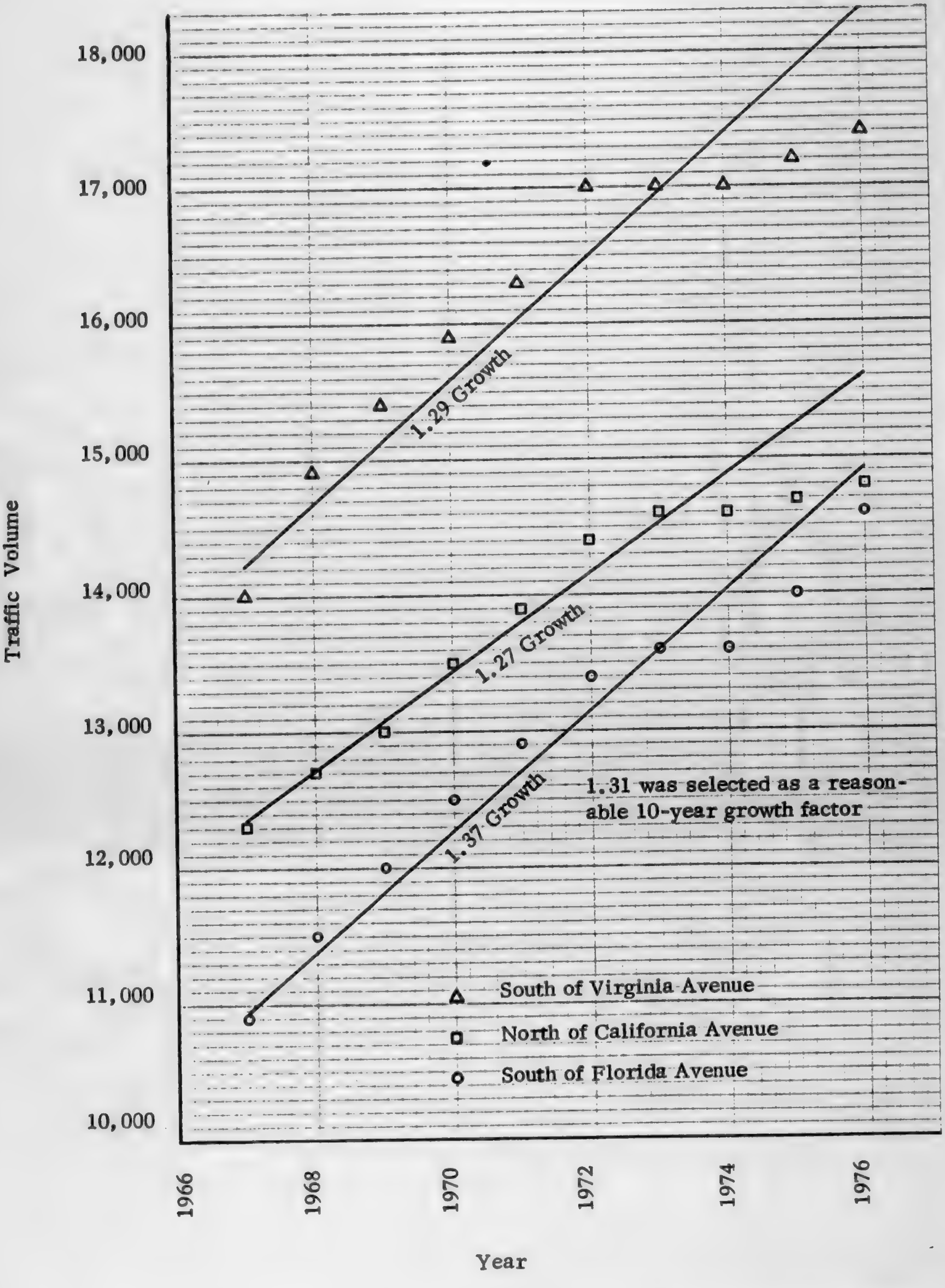

Coast Hwy.
Oregon
26,600
700
500
1,000
Florida
900
26,200
1,300
Montana
26,200
2,000
N
Connecticut
8,400
9,800
1,200
9,200
4,300
1,700
21,600
2,500
California
2,400
4,200
2,100
10,200
3,900
3,300
21,600
3,800
Cape Arago Hwy.
23,300
15,100
13,100
11,100
5,900
Virginia
25,200
5,800
Meade
McPherson
Union
Sherman
Sheridan
21,000

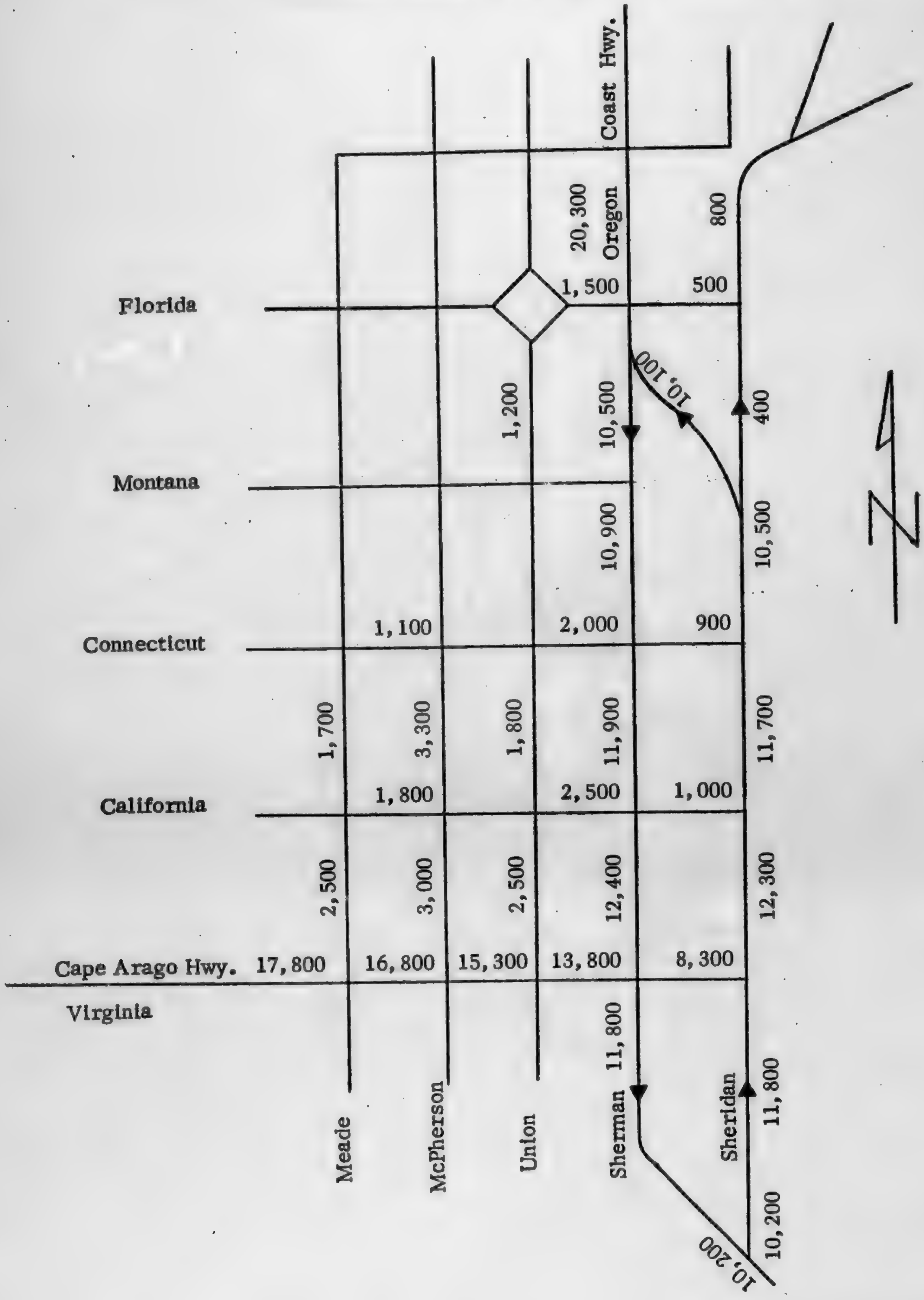
FIGURE 1

NORTH BEND: ORE 101 COUPLET PROPOSAL
Historical Average Daily Traffic Volumes on Sherman Avenue



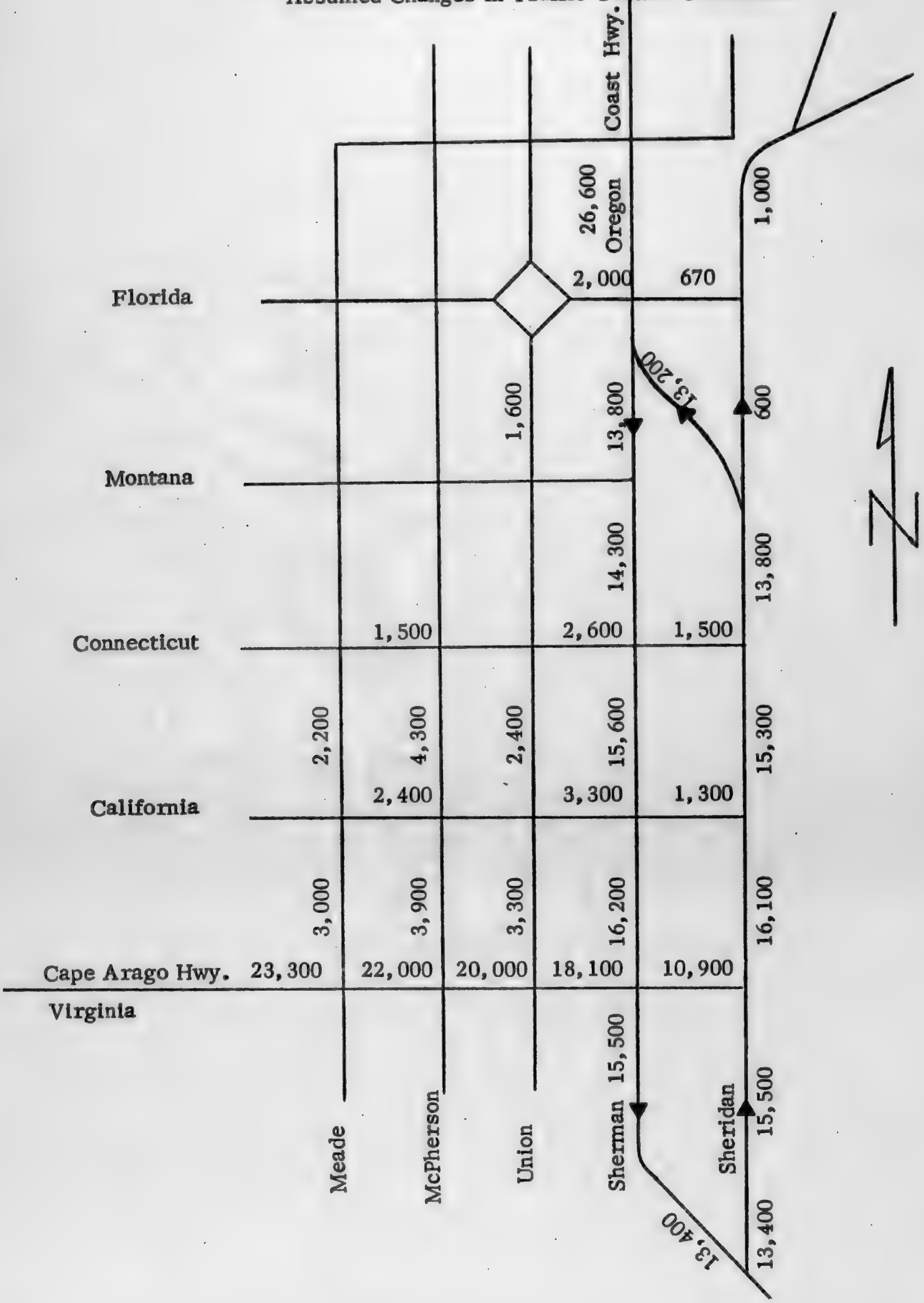
MAP 5

## NORTH BEND: ORE 101 COUPLET PROPOSAL
1977 Summer Traffic Volumes with Sherman-Sheridan Couplet and Assumed Changes in Traffic Control Conditions


Oregon Coast Hwy.
20,300
800
Florida
1,500
500
10,100
1,200
10,500
400
Montana
10,900
10,500
Connecticut
1,100
2,000
900
1,700
3,300
1,800
11,900
11,700
California
1,800
2,500
1,000
2,500
3,000
2,500
12,400
12,300
Cape Arago Hwy.
17,800
16,800
15,300
13,800
8,300
Virginia
11,800
11,800
Meade
McPherson
Union
Sherman
Sheridan
10,200
10,200
N

# MAP 6

## NORTH BEND: ORE 101 COUPLET PROPOSAL
## 1987 Summer Traffic Volumes with Sherman-Sheridan Couplet and Assumed Changes in Traffic Control Conditions


Coast Hwy.
Oregon
26,600
1,000
Florida
2,000
670
13,200
1,600
13,800
600
Montana
14,300
13,800
N
Connecticut
1,500
2,600
1,500
2,200
4,300
2,400
15,600
15,300
California
2,400
3,300
1,300
3,000
3,900
3,300
16,200
16,100
Cape Arago Hwy.
23,300
22,000
20,000
18,100
10,900
Virginia
15,500
15,500
Meade
McPherson
Union
Sherman
Sheridan
13,400
13,400

## TABLE 1

| Intersection | Level of Service | | | |
|---|---|---|---|---|
| | 1977 | | 1987 | |
| | Existing 1/ | Couplet 2/ | Existing 1/ | Couplet 2/ |
| Virginia and Sherman<br>4-Lane Virginia as now | D | C | F | E |
| Virginia and Sherman<br>3-Lane Virginia | N/A | B | N/A | D |
| Virginia and Sheridan | C 3/ | C | C 3/ | D |
| Virginia and McPherson | A | B | B | D |
| Sherman and Florida | N/A | A | N/A | C |

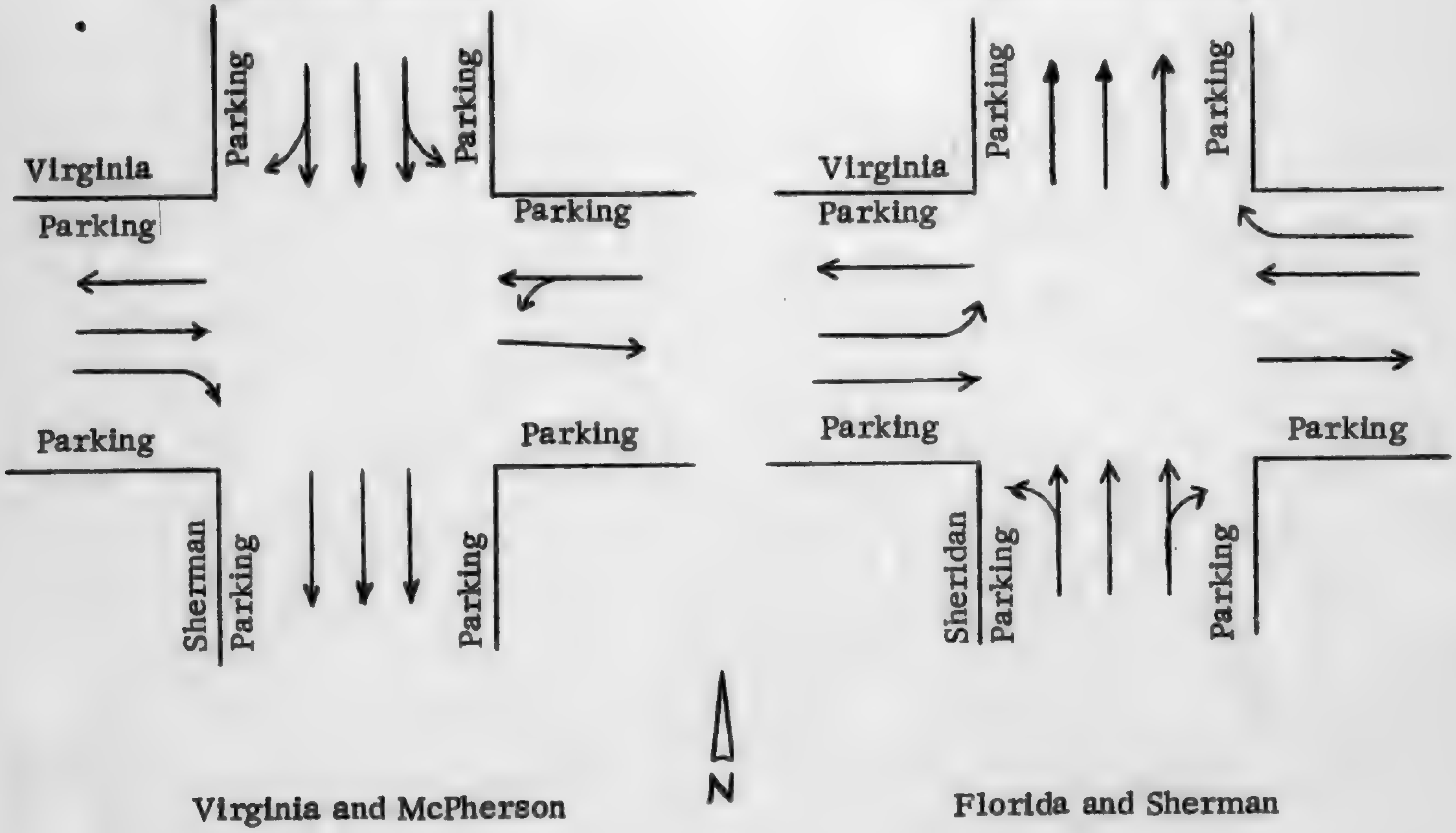
---

1/ Traffic control conditions as existing in 1977 (Map 1). No couplet construction.
2/ Traffic control conditions as shown on Map 2 with couplet completed.
3/ Estimated at Level of Service "C" or better under 1977 and 1987 "No Build" conditions.

N/A = Not Applicable

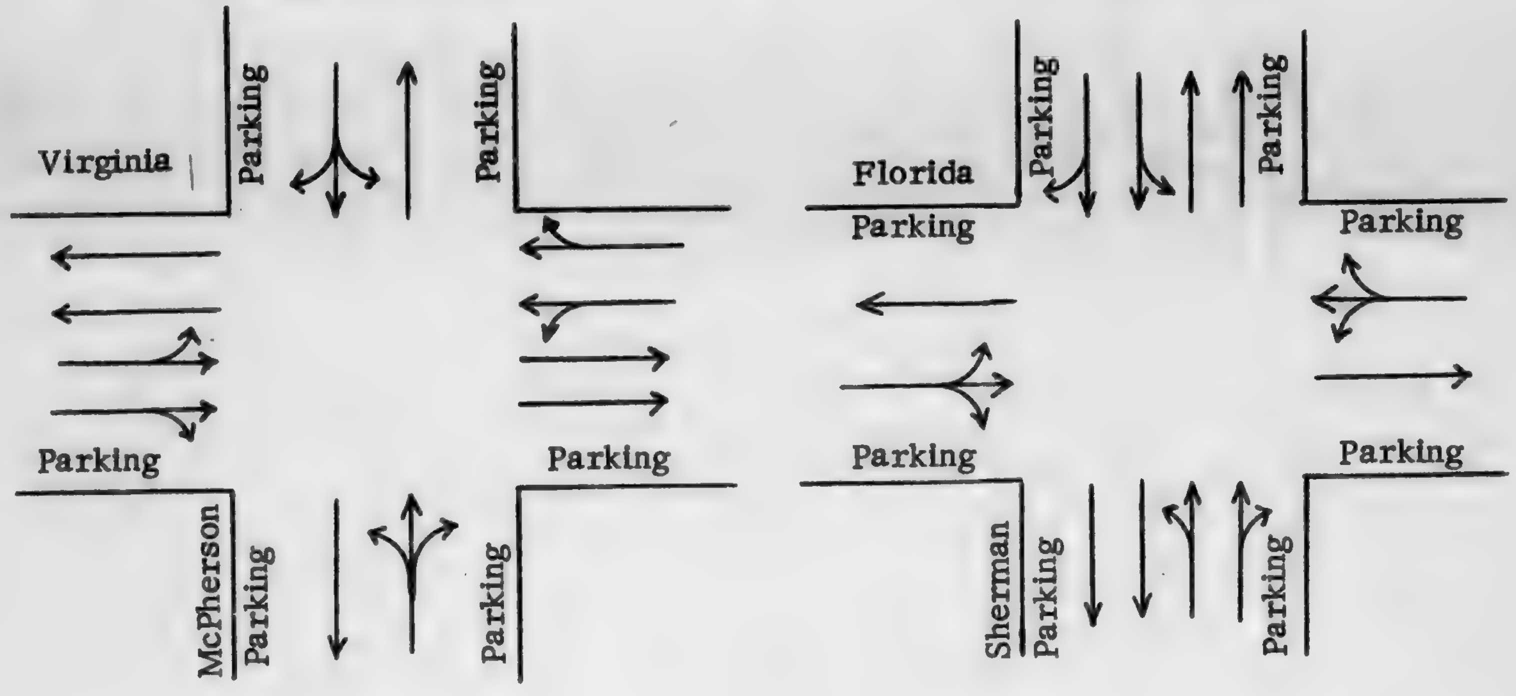
FIGURE 2

NORTH BEND: ORE 101 COUPLET PROPOSAL
Proposed Lane Diagrams at Signalized Intersections
With Sherman-Sheridan Couplet Completed


Virginia and Sherman

Virginia and Sheridan

Virginia
Parking
Parking
Parking
Parking
Parking
Sherman
Parking
Parking
Virginia
Parking
Parking
Parking
Parking
Parking
Sheridan
Parking
Parking
N

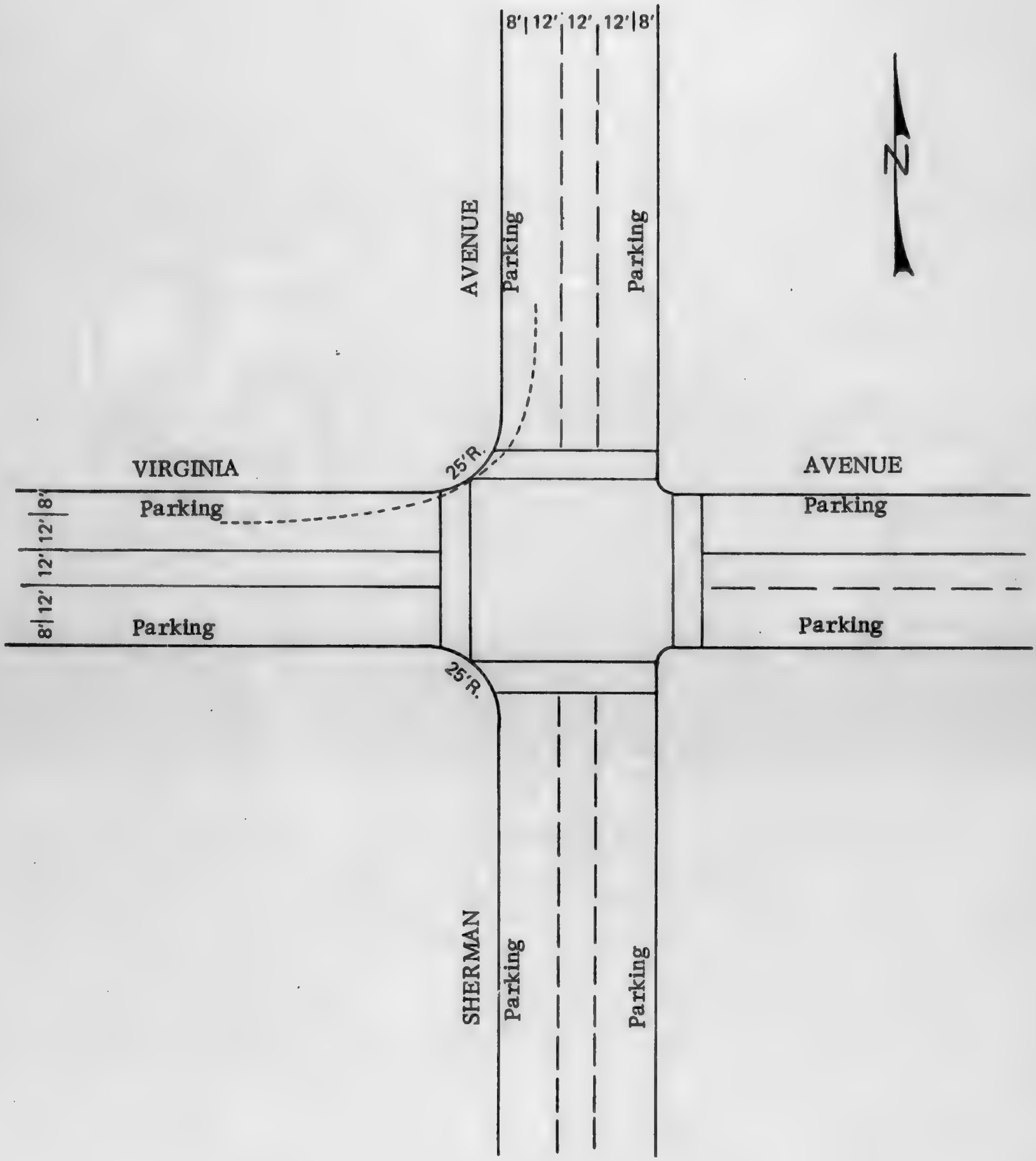

Virginia and McPherson

Florida and Sherman

Virginia
Parking
Parking
Parking
Parking
McPherson
Parking
Parking
Florida
Parking
Parking
Parking
Parking
Parking
Sherman
Parking
Parking

## MAP 7

## NORTH BEND: ORE 101 COUPLET PROPOSAL
Suggested Turning Radius Design for Virginia-Sherman Intersection


8'
12'
12'
12'
8'
AVENUE
Parking
Parking
N
VIRGINIA
AVENUE
25'R.
Parking
Parking
8'
12'
12'
12'
8'
Parking
Parking
25'R.
SHERMAN
Parking
Parking

# APPENDIX

## CAPACITY AND LEVEL OF SERVICE

The Highway Research Board has produced a Capacity Manual (SR-87). It is used as the bible for traffic volume capacities by almost everyone working in the field. In the new manual, the word "capacity" has been replaced with two terms, "Service Volume" and "Level of Service", the latter term being followed by an alphabetic letter, A through F.

Level of Service "A", the highest level of service, is a condition of freely flowing low volume traffic, which is moving at higher speeds. Level "B" and each succeeding level through "E" describes traffic at higher volumes and lower speeds. Each succeeding level implies increasing restrictions on the motorist's ability to maneuver, more traffic delays and a lower level of safety.

Level "B" is the level generally used for design purposes in rural areas, while Level "C" is the level generally used in urban areas. Level "D" indicates traffic still moving satisfactorily, according to many city standards, but with increasing restrictions on maneuverability and having slower speeds. Level "E" is the condition at which a further lowering of speed results in a reduction in traffic volumes. Level "F" traffic has sharply diminishing traffic volumes and indicates very slow traffic speeds; perhaps so slow as to amount to a complete stoppage.

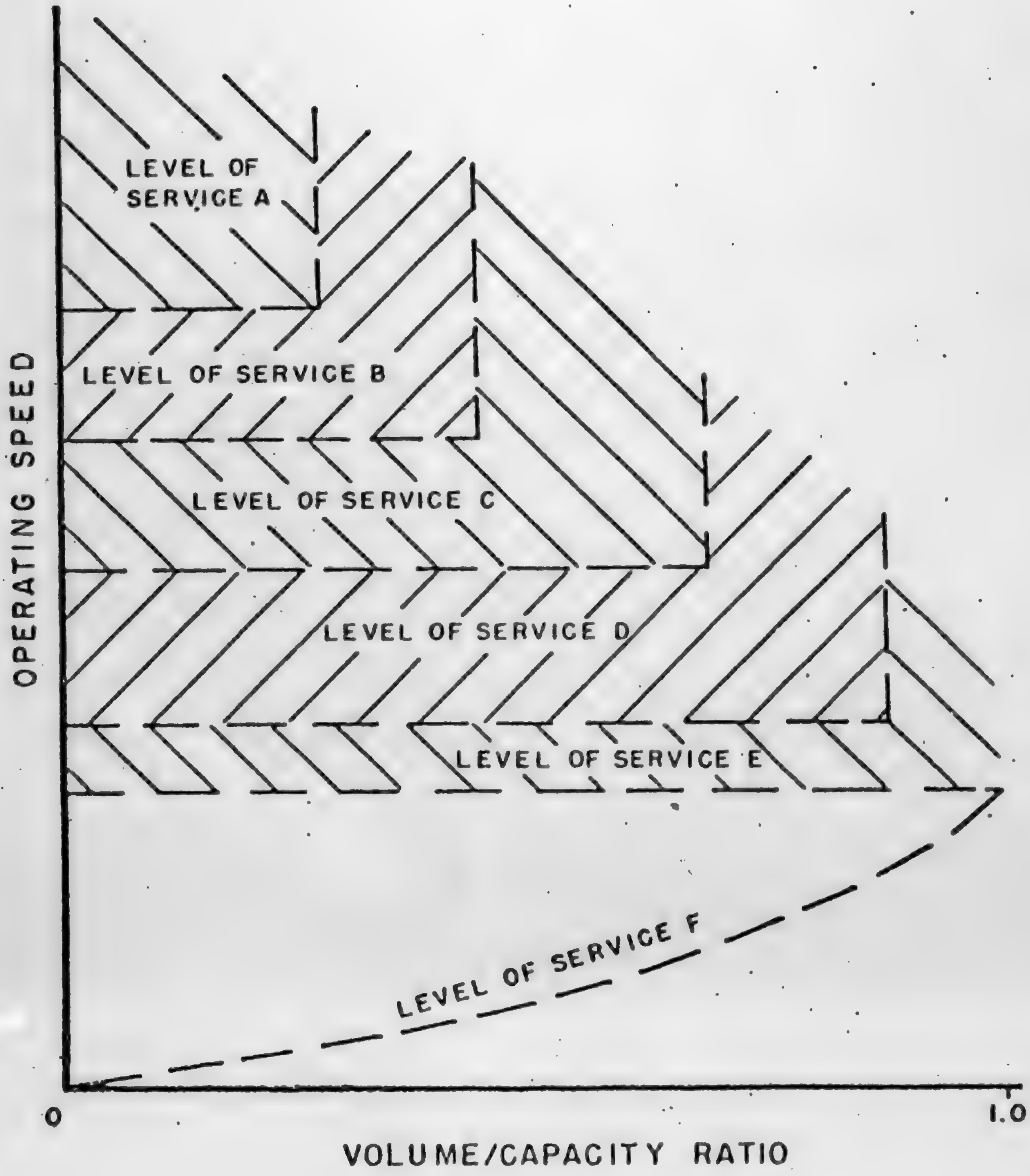
It should be understood that severe overloads may only occur for short periods of time (such as during rush hours). Thus, a street may function at Level "E" for only one-half hour per day, and function at Level "C" or better at other times. Such a condition may or may not be acceptable to the local community.

Perhaps, the most significant levels of service to an urban study are Levels "C" and "E". Traffic volumes forecasted at Level "C", or better, can be considered satisfactory. Traffic predictions at or more than a Level "E" volume are usually not acceptable. In such cases, the higher predicted loadings cannot occur. Delays will so impede the motorist that he will seek other routes or alternate destinations and the predicted volumes will not materialize. Therefore, alternatives should be sought to either: (1) increase capacity; (2) provide alternate or relieving facilities; or (3) alter the land-use plan to relieve the traffic demand.

For most cities, the first two methods are used to alleviate the forecasted traffic problems. Should the proposed projects be, for any reason, unacceptable to the community, new and different attempts could be made to increase capacity or provide relieving facilities. Should all this fail, the city may want to give serious consideration to altering the trend of land-use.

Attached are conceptual drawings concerning the interrelationships between level of service, vehicle operating speeds and the volume-to-capacity ratio and direct quotations concerning level of service from the Highway Capacity Manual.

William L. Cranford
9/16/76



LEVEL OF SERVICE A
LEVEL OF SERVICE B
LEVEL OF SERVICE C
LEVEL OF SERVICE D
LEVEL OF SERVICE E
LEVEL OF SERVICE F
OPERATING SPEED
0
1.0
VOLUME/CAPACITY RATIO

From Capacity Manual SR-87

"Six levels of service have been selected by the Committee for application in identifying the conditions existing under various speed and volume conditions on any highway or street. It should be noted that other intermediate levels may be established by other jurisdictions for specific conditions. The descriptions here relate to uninterrupted flow and are broadly generalized; definitive values are given in Chapters Nine and Ten for each type of highway. These levels of service, designated A through F, from best to worst, cover the entire range of traffic operations that may occur. On many specific streets and highways, the better levels cannot be attained.

Traffic operational freedom on a highway of a particular type is considered equal to or greater than level of service A, B, C or D, as the case may be, when specified values of the two separate conditions previously described are met. These conditions require that: (1) operating speeds or average overall speeds be equal to or greater than a standard value for the level considered, and (2) the ratio of the demand volume to the capacity of any subsection not exceed a standard value for that level. Level of service E describes conditions approaching and at capacity (that is, critical density). Level F describes conditions under high-density conditions when speeds are low and variable; it is not effectively described by combinations of speed and volume-to-capacity ratios, because these may vary widely.

Level of service A describes a condition of free flow, with low volumes and high speeds. Traffic density is low, with speeds controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in maneuverability due to the presence of other vehicles, and drivers can maintain their desired speeds with little or no delay.

Level of service B is in the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. Reductions in speed are not unreasonable, with a low probability of traffic flow being restricted. The lower limit (lowest speed, highest volume) of this level of service has been associated with service volumes used in the design of rural highways.

Level of service C is still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. Most of the drivers are restricted in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is still obtained, with service volumes perhaps suitable for urban design practice.

Level of service D approaches unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low, but conditions can be tolerated for short periods of time.

Level of service E cannot be described by speed alone, but represents operations at even lower operating speeds than in level D, with volumes at or near the capacity of the highway. At capacity, speeds are typically, but not always, in the neighborhood of 30 mph. Flow is unstable, and there may be stoppages of momentary duration.

Level of Service F describes forced flow operation at low speeds, where volumes are below capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. The section under study will be serving as a storage area during parts or all of the peak hour. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of the downstream congestion. In the extreme, both speed and volume can drop to zero."

9073

[illegible]

STATE OF OREGON
1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

February 23, 1978

Mr. Alfred Roth
City Administrator
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Roth:

On February 7, 1978, Mr. Shirley, Regional Engineer; Mr. Frank Morrison, Resident Engineer; and Mr. Glen L. Clark, Regional Federal-Aid Engineer contacted Mr. and Mrs. Cutlip, owner of the ice cream manufacturing plant and beer distributor on Sheridan Street near Washington Street as per their request at the formal hearing pertaining to the Sherman-Sheridan One-Way Couplet in North Bend.

The problem of access to the front of their plants was discussed. It will be more difficult to service the plant from the front after the new roadway construction is completed. First, the traveled way will be forced closer to their operation due to reconstruction of the connection from US101. Secondly, the traffic volume will be increased in front of their operation. It will no longer be tolerable to allow trucks to block the traveled way as is now accepted due to the city street and low volume category of the facility.

It was considered advantageous to both the highway division and to the Cutlips to revise access to the rear of their building. Some remodeling will be required to the building which would be at the owner's expense. The state would consider constructing a fill for a loading platform and roadway to the street as a part of the project.

Mr. Frank Morrison was to proceed with some preliminary engineering to work out the details. When a design was acceptable to both Mr. Cutlip and the state it was to be forwarded to region.

The city is finalizing the draft negative declaration at this time and this letter should serve as documentation of the requested contact.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
PME COE OM ☐
LGE FAE ☒ OPE ☐
FEB 23 1978
M
File: PM FA
TAA LG OP

GLC/cao
cc: D.H. Moehring
L.E. George
Bill Brown
Frank Morrison

9073

N. Bend
9

Salem, Oregon
January 9, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

Florida Ave.-Vermont Ave.
(North Bend) Section
Oregon Coast Highway
Coos County

Attached are 3 descriptions, an authorization and prints of R/W Map 3B-13-12 covering R/W for the subject project, which is scheduled for June 22, 1978.

Please note that the Region would like to have the description of the Coos County property (File 30113) as soon as possible, as the balance of their property is being sold to the Star of Hope and they need to know the dimensions of our taking.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

1073

1

FORM 81-[illegible]3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
*Roseburg, Oregon*
*October 4, 1977*

FILE: *PRO6*

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

**FROM:** *ALFRED SHIRLEY, JR.*
*Regional Engineer*

**SUBJECT:**

**TO:** *MEMO TO THE FILE*

NOTED
E. S. HUNTER

*On Thursday September 29, Alfred Shirley Jr., Regional Engineer, B. E. Brown, District Engineer, and Glen Clark, Regional Federal Aid Engineer, met in Coquille with the Coos County Board of Commissioners and representatives from the Star of Hope organization to discuss proposed right of way taking on Coos County property needed for the Sherman-Sheridan Avenue Couplet in the City of North Bend.*

*Mr. Shirley advised those present that our engineering section in Salem had made a study of the proposed design and by making a slight change in alignment, grade and slopes, the taking would allow adequate room for the Star of Hope's proposed operations as outlined in the public hearing on this project. This appeared to make the Board of Commissioners happy as well as the Star of Hope organization.*

*It is the recommendation of this office that the final design incorporate the revisions as shown on the attached sketch - these being the revisions worked out in the Location Section.*

*as/cw*
*Attach.*

*cc E. S. Hunter*
*F. E. Terpin*
*J. H. Versteeg*
*F. D. Morrison*

RECEIVED
TECHNICAL SERVICES

OCT 6 '77

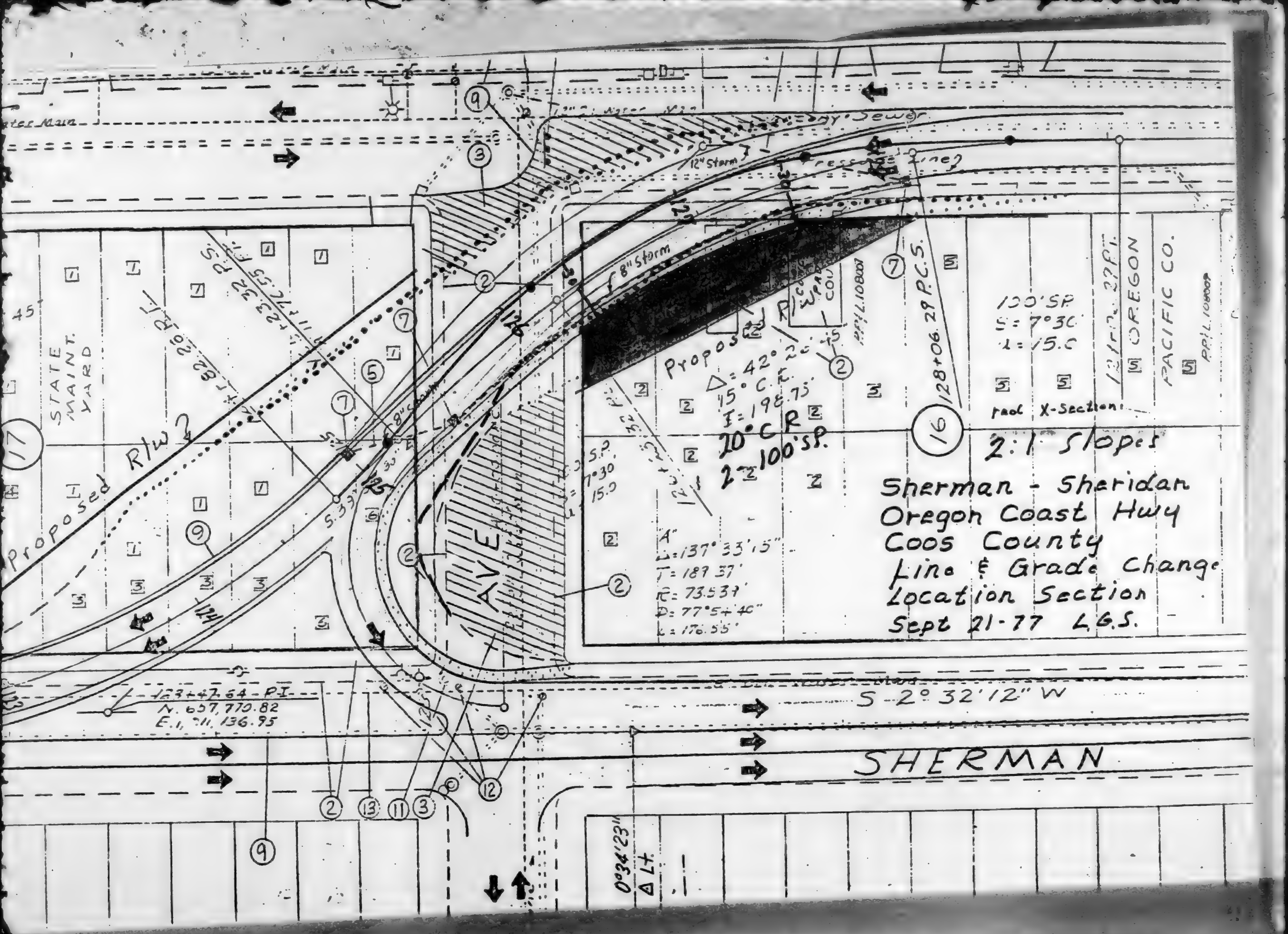
REFER TO

FOR

| Info | Inves | R/D | D.R. | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

cc Versteeg
Terpin
[illegible]
10-6-77 gk

NOTED
J. H. VERSTEEG



SHERMAN
S 2° 32' 12" W
AVE
STATE MAINT. YARD
OREGON PACIFIC CO.
Proposed R/W ?
Proposed R/W
2:1 Slopes
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Δ = 137° 33' 15"
T = 189.37'
R = 73.537'
D = 77° 54' 40"
L = 176.55'
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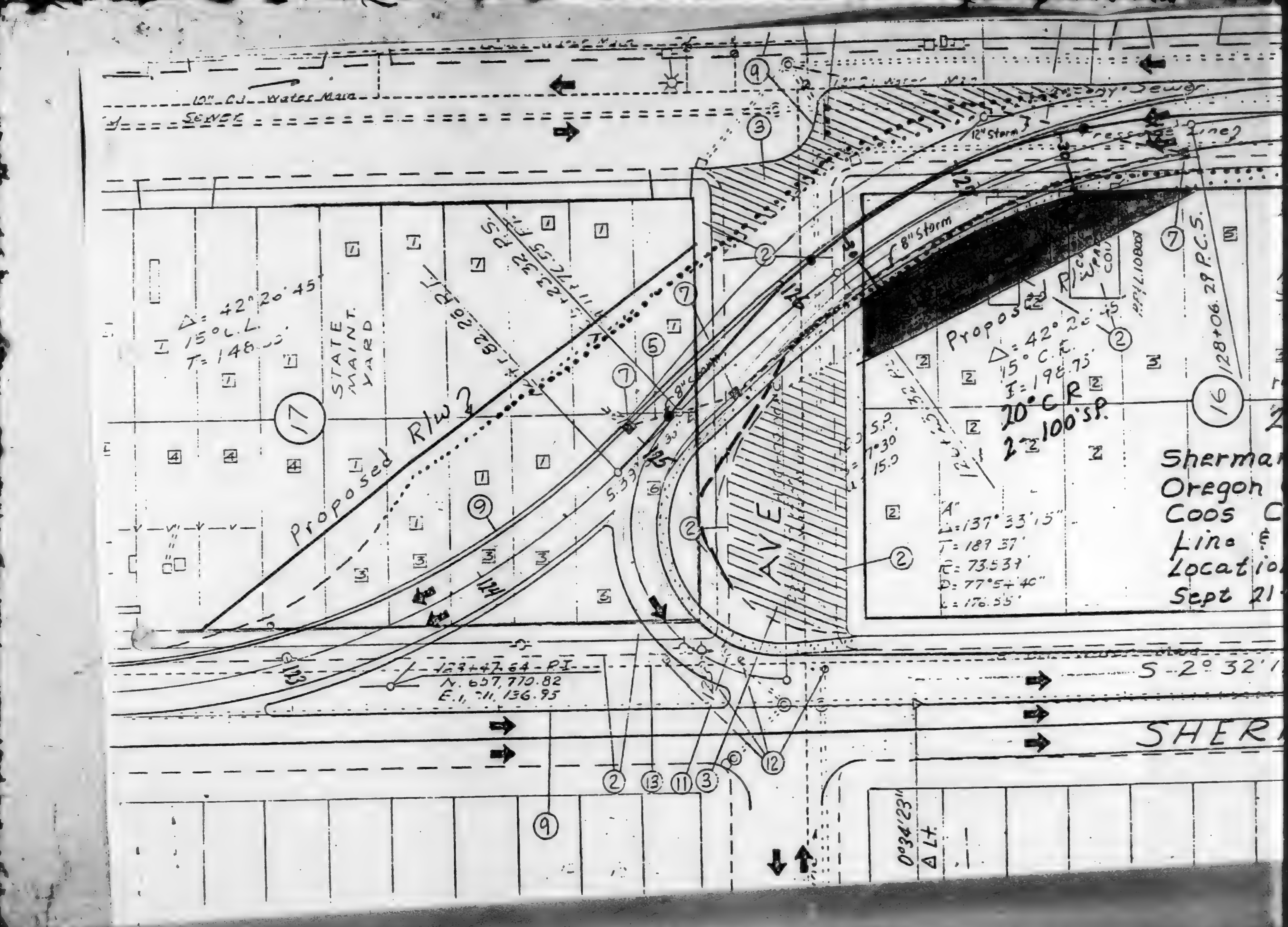
PP&L 10800
reqd X-Section

Sherman - Sheridan
Oregon Coast Hwy
Coos County
Line & Grade Change
Location Section
Sept 21-77 L.G.S.


Sherma
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8" Storm
Pressure Line
Sanitary Sewer
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15° C.L.
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Proposed
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Δ=137° 33' 15"
T= 187.37
E= 73.537
D= 77° 54' 40"
L= 176.55
128+06.29 P.C.S.
123+47.64 - P.I.
N. 657,770.82
E. 1,711,136.95
+82.28 P.I.
+23.32 P.S.
+176.55 F.S.
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Moehring

7073

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Roseburg, OR
August 24, 1977

FILE: PRO 6

Glen L Clark

**FROM:** GLEN L. CLARK
Regional Federal-Aid Engineer

**SUBJECT:** Sherman-Sheridan one-way couplet
Project No. M-2691 (1)
North Bend

FAUS

**TO:** MEMO TO FILE

Mr. Frank Morrison prepared the attached memo as an aftermath of a North Bend Planning Commission hearing August 15, 1977, pertaining to the Star of Hope's request for a variance to locate their operation at the southwest quadrant of Sheridan and Montana.

The writer called Mr. Al Roth, City Manager, North Bend, to make sure he understood that we were not asking the city to pay for a retaining wall.

Mr. Roth had several more chapters in the saga of the Star of Hope. He stated he attended a Coos County Board of Commissioners meeting wherein the Star of Hope was making a presentation. He was asked to make a statement on behalf of the city. The Board was reminded that the former Director of Public Works had received a commitment from the Board a year ago and all that the city thought necessary was to determine the amount of the property required when the preliminary engineering was to the proper point. Mr. Roth had asked the Board in writing twice for action deeding the now determined parcel.

At the meeting Mr. Roth was told that the Board favored the position of the Star of Hope and that he and the Highway Division settle their differences with the organization. This included paying for a retaining wall if necessary.

Commissioner Johnson (Irene) said the Highway Division had lots of money and that in any event we could move the roadway onto our maintenance shop property. Also that we could change the grade of the new facility to lower the retaining wall.

Mr. Roth was very upset and was debating the wisdom of making a presentation to his city council last night at their regular council meeting.

GLC/cao

cc: D.H. Moehring ✓
Bill Brown
Frank Morrison
Al Roth

PROJECT MANAGEMENT
PME ☐ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 25 1977
Cary
File: PM FA
LG OP
TAA

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

F. D. Morrison

**FROM:** F. D. Morrison, Res. Engr.

**SUBJECT:** Sherman-Sheridan One-Way
Couplet FAUS Project
Oregon Coast Highway
North Bend

**TO:** MEMO TO THE FILES

I attended the Planning Commission hearing, pertaining to the conditional use request, by the Star of Hope Activity Center, Inc., on property described as Lots 10 through 17, Block 16, Townsite of North Bend, located at Sheridan and Montana Street, North Bend, Coos County, Oregon.

The hearing pertaining to the proposed conditional use permit began at 8:05 P. M. and lasted until 8:45 P. M. August 15, 1977. After the discussions, presented to the planning commission, this matter was tabled until their next meeting.

I showed the planning commission where our proposed Right of Way line would cross the plans for the Star of Hope Activity Center, and advised them that the State did not want to add the added cost ($15,000 - 20,000) for the proposed retaining wall, to the project, since we had already exceeded the original authorization of $275,000. FAUS funds, with an estimate of $390,000. ✓

One of the planning commission, asked if the line could be moved in this area to eliminate the needs of a retaining wall? I told them this was the third alignment and any line change would adversely affect the Franko Service station or some other property.

Mr Roth then stated that the City Counsel did not know about footing the costs of the retaining wall, and did not know how they would feel about this.

I also stated that if the City of North Bend, or the Star of Hope would stand the costs of the retaining wall, we would design it for them.

After more discussions, a motion was made to table this matter until the next meeting. As this would give them time to hear from the County and the City Counsel.

I left the Planning Commission's hearing at 9:00 P. M.

9073

Moehring

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
August 11, 1977

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Sherman-Sheridan One-Way Couplet FAUS Project No. M-2691(1)
Oregon Coast Highway
North Bend

Attached is a notice of a hearing by the North Bend Planning Commission to allow the Star of Hope Activity Center, Inc. A variance to allow construction of a facility in the southwest quadrant of the intersection of Sherman and Montana.

This Coos County property is involved in the subject project. The recent formal hearing revealed that the County (negotiated by the city of North Bend) was considering deeding a portion of the property to the city or state for the one-way couplet project and the balance to the Star of Hope group.

The current plans call for enough R/W for slope construction. The Star of Hope group wish that a retaining wall be considered so that an area can be salvaged for parking.

Mr. Andy Hoefer, city of North Bend, will be attending the above mentioned hearing, but also requested Mr. Frank Morrison's attendance.

Mr. Morrison was contacted and asked to attend (8/15/77 7:30 p.m.). He was concerned about how to answer the retaining wall question. He advises the wall will vary from 2' to 12' in height and cost $50,000. The writer advised Frank that the FAUS funds are limited and the project cannot stand an increase of $50,000. The retaining wall can be added to the project if the Star of Hope, city or others fund the construction.

GC/slc

cc D.H. Moehring ✓
Bill Brown
Frank Morrison

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
AUG 16 1977
File: PM FA
TAA LG OP

M

## NOTICE OF CONDITIONAL USE HEARING

Notice is hereby given that a hearing will be held before the Planning Commission of the City of North Bend at 7:30 o'clock P. M. on August 15, 1977 in the Council Chambers at City Hall in North Bend, Oregon to consider an application from the Star of Hope Activity Center, Inc. for a conditional use in the M-L Light Industrial Zone and C-L Limited Commercial Zone to permit the construction of a building to provide vocational and social training for mentally retarded and physically handicapped adults on property described at Lots 10 through 17, Block 16, Townsite of North Bend, located at Sheridan and Montana Streets, North Bend, Coos County, Oregon.

All interested persons may appear and be heard at the public hearing.

ARSEAL BURNETT
City Recorder
City of North Bend

Published: August 4, 1977

Andy Hoeper will be there, but
he requests an "expert witness"
(my term) from the State. Frank
Morrison?
Eb

CC: VIRGIL WILSON
F. MORRISON

Sent cw

9073 Karen 7

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 11, 1977

FILE:

MISC. CONTRACTS and AGREEMENTS No. 6199

**FROM:** Adele L. Egan
Right of Way Office Manager

**TO:** Cecil W. Head
Commission Services

SUBJECT: Sheridan-Sherman One-Way
Couplet
City of North Bend
AGR 73

Attached is the original services agreement with the City of North Bend for the Sheridan-Sherman One-Way Couplet.

This appears as Miscellaneous C&A 6199 on Mr. Boyd's July report to the Commission.

AE
mp
Attach.

cc: Virgil Wilson

NOTED
C. W. HEAD

9073

P. Mgmt

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
June 10, 1977

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Right of way involving
Coos County-City of
North Bend & Star of Hope
Sherman-Sheridan One-Way
Couplet
FAUS Project No. M-2691(1)

The recent meeting with city officials (6/8/77) revealed that Coos County had deeded a parcel of land in the SW quadrant of the intersection of Sheridan and Montana Ave. to the Star of Hope Organization.

Mr. Shirley asked that an official check of the records be made to confirm the existance of such a deed.

Mr. Frank Morrison, Resident Engineer in Coquille, searched the county records and found no such transaction. To further confirm this, he contacted Mr. Woodrow Robison, County Commissioner. He stated they wish to exclude that portion needed by the city/state from their deed to the Star of Hope.

It appears that there is a mix-up in communications between the city and county and that the couplet project will not be jeopardized by this right of way facit.

GC/slc

cc Program Management ✓
Bill Brown
Frank Morrison

PROJECT MANAGEMENT

JUN 13 '77

REFER TO: Prange

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
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NOTED

[illegible]

9073 Program Management

Info
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Letter
FOR

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

June 9, 1977

FILE: PRO 6

Glen L. Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Public Hearing Planning Meeting
Sherman-Sheridan One-Way Couplet
FAUS Project No. M-2691(1)
North Bend

This office requested a meeting with city officials to discuss the details of a public hearing for the subject project scheduled for July 14, 1977.

Those in attendance included - Mr. Alfred Roth, City Manager; Mr. Andy Hoefer, Senior Engineering Technician; Mr. Ernst A. Heister, City Engineer; Mr. Robert Dyer, Acting Chief of Police; Mr. Eb Engelmann, Regional Environmentalist; and the writer.

The city wishes the July 14th hearing schedule kept, if at all possible. We agreed to work towards that date. The City Attorney will be hearing officer, as the City Manager will be out of state. Mr. Hoefer will read the environmental section, Mr. Virgil Wilson or his representative will read the right of way requirements, and Mr. Frank Morrison will explain the project.

The Region office or Location Section will prepare the hearing narrative.

Mr. Eb Engelmann is hand carrying the Draft Negative Declaration to the City on 6/9/77. They are advertising the document in the news media and advising of the hearing.

The informal portion of the hearing will be 1 to 5 p.m. and 7:30 to 9:30 p.m. on July 13, 1977, and 1 to 5 p.m. July 14, 1977. The formal hearing will begin at 7:30 p.m. on July 14, 1977.

Several new facits came out of the meeting. The most important was the fact that Coos County has disregarded earlier (former Board of Commissioners) commitments to donate a small parcel of county property needed by the city for this project. The county had deeded the entire county holding to the "Star of Hope". It was indicated to the city that this acquisition was a city responsibility by previous commitment. They agreed.

The city was advised that the project cost estimate is considerably above the $290,000 FAU monies allocated. They were advised that some $100,000 was being recommended from FAP funds. They were advised that the project would be in jeopardy if such were not forthcoming.

(continued)

NOTED

The city was advised of the progress of our promised study concerning a striping plan, capacity (level of service), truck route, truck turning paths, etc. They wished an additional consideration in our study. They wished that the proposed signal timing be studied to see if a continuous flow would be possible on Virginia Street from Sheridan trhough the McPherson signal. They were advised this would be included in our study.

GC/slc

cc Program Management
L.E. George
F.E. Terpin
Frank Morrison
Bill Brown

9673

P. Mgmt
FAU

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 12, 1977

FILE: PRO 6

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: Virgil Wilson
Region Right-of-Way Supervisor

SUBJECT: Some concerns of R/W acquisition
Sheridan-Sherman One-Way Couplet
FAUS Project
Oregon Coast Highway
City of North Bend

The subject project has been in the preliminary engineering phase for many months. We are now in the final efforts to complete the field work, finalize the draft negative declaration and proceed with a hearing July 14, 1977.

In conversation with the City early in the planning stage, they indicated that a small parcel would be obtained from Coos County. This area (SW quadrant of Montana Ave. and Sheridan Ave.) was a former maintenance yard, but is no longer used for any purpose. The City is making a "swap" for the vacation of a portion of Montana Ave. Please contact the City and determine if what they are planning will meet the federal acquisition regulations.

Also, just north of Montana is the OSHD shops. A portion will be required for this project. We will be donating this triangular parcel to the city. We may also be receiving a portion of the vacated Montana Ave. Our facility may not have been acquired for street purposes. Will this be a problem.

Please contact Mr. Frank Morrison for details of the project.

cc Program Management ✓
Bill Brown
Frank Morrison

PROJECT MANAGEMENT
MAY 12 '77
REFER TO: Frank
FOR
☒ Info
☐ Investigate
☐ R.D.
☐ Action
☐ File
☐ Letter
☐ See me

NOTED
[illegible]OR C. HOLMES

9073

Rulien

FAUS

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

PRO 6

April 27, 1977

Mr. Al Roth
City Administrator
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Roth:

Attached are a few copies of the small hearing maps for your Sherman-Sheridan One-way Couplet FAUS project.

These will be useful in attaching to your newspaper advertisements of the hearing. Example letters were forwarded some time ago to your office.

As you know, we are attempting to get our portion of the work completed to meet a July 14, 1977 hearing schedule.

By a copy of this letter, I am asking Mr. Frank Morrison, Resident Engineer, to supply a list of interested parties to whom hearing notices should be mailed. Persons that he has come in contact with, agencies that may be appropriate. Also, we will mail to the local cities and Coos County from this office. No mailings are suggested until the hearing date is firm and you are ready to advertise.

This office will make up a detailed hearing suggested narrative if you wish.

We hope you will be able to have Mr. Andy Hoefer finalize the Draft Negative Declaration. He has done remarkably well for a first attempt at a difficult chore.

If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc
Encl.

cc: L.W. Rulien ✓
Bill Brown
Frank Morrison

PROJECT MANAGEMENT
APR 29 '77
REFER TO:
FOR

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NOTED
MAINOR C. HOLMES

9073

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of North Bend
P. O. Box "B"
North Bend, Oregon 97459

Attention of Mr. Alfred Roth
City Manager

Request No. (assigned by staff engineer or head of section) cc-1702

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Advance Deposit for Preliminary Engineering $3,135.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Partial transfer of advance deposit for preliminary engineering on Florida Ave.-Vermont Ave. of Sheridan Ave., FAU 2691. Covered by Agreement dated 4/19/76. | | 2,335.00 |
| | | To be Retained | | $ 800.00 |
| | | Acct. Ref. NORTHBC 001300 RWI | | |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 3,135.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 6-1912-295

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved:
Regional Engineer

Approved:
G. N. Hopkins Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

9073

Rulien faus

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 ~~672-65[illegible]~~

PRO 6

November 29, 1976

Mr. William A. Bourne
Director of Public Works
City of North Bend
North Bend City Hall
North Bend, OR 97459

Dear Mr. Bourne:

This will acknowledge your letter of November 18, 1976, wherein you request the new 86/14 match ratio for your FAUS Sherman-Sheridan One-way Couplet Project No. M-2691(1).

This request will depend on what occurs in the fiscal year that the project is completed. The agreement between the State and the Federal Highway Administration authorizing this ratio is limited to one year (July 1, 1976 - July 1, 1977). If the agreement is extended year by year and this project is "finaled" during a valid agreement year, the ratio requested will apply.

Your request is being forwarded to the Program Management Section for their further consideration.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
B.E. Brown
Frank Morrison

Cy: Laux
Hacek

PROJECT MANAGEMENT
~~NOV~~ Dec - 1 '76
REFER TO
☐ FOR
Info ✓ | Investigate | R/D | Action ✓ | File

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City of North Bend
NORTH BEND, OREGON 97459

November 18, 1976

Mr. Alfred Shirley, Jr.
Regional Highway Engineer
Oregon State Highway Division, Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Subject: Federal Aid Urban System Project One-way Couplet
Sherman/Sheridan North Bend, Oregon FAUS M-2691(1)

Dear Bud:

In response to Mr. Klaboe's letter of Of October 14, 1976 would you please revise our agreement for the subject project from the 78%-22% ratio to the new 86%-14% match ratio.

Sincerely,

CITY OF NORTH BEND

William A. Bourne
William A. Bourne, P. E.
Director of Public Works

WAB:lm

9073

N. Bend
FAUS

STATE OF OREG[illegible]N

INTERO[illegible]CE MEMO

TO: MEMO TO THE FILES

DATE: July 12, 1976

FROM: D. N. Harwell
County-City Engineer

D. N. Harwell

SUBJECT: 16th & Broadway (FAUS);
Sheridan Ave. (Florida Ave. & Vermont Ave.) (FAUS)
City of North Bend

I met with Bill Bourne of North Bend on June 30 to discuss the potential of the FAUS project, 16th and Broadway signal, and prioritized listing with Coos Bay, Coos County and Eastside relative to the FAUS programs. Bill indicated that he met that day with Joe Schwarm of Coos Bay and Jim Loftus of Eastside regarding this matter.

The pending FAUS project on Sheridan Avenue, lying between Florida Avenue and Vermont Avenue, will need substantial right-of-way, opportunity for public hearing, etc., and should be coordinated closely by Region 3 to move this project toward a June 1977 bid letting for construction. Upon completion of the project this will become the northbound leg of a one-way couplet for the Oregon Coast Highway.

Mr. Clark should review these matters with the urban area officials, whereby all phases may be accomplished in compliance with state and federal requests.

DNH:ljt

cc: Region 3

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ■ UE
☑ TYPE ☐ CF

81-125-1387

9072

2

April 20, 1976

City of North Bend
City Hall
North Bend, OR 97459

Attn: Mrs. Arseal Burnett
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5629

Gentlemen:

Attached for your files is a fully executed copy of an Urban System Project Agreement covering the improvement of the Florida Ave.-Vermont Ave. (North Bend) Section of Sheridan Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

9073

faus Rulien

PRO 6

**OREGON STATE HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 12, 1976

Mr. Alfred Roth
City Administrator
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Roth:

This will acknowledge your letter of April 6, 1976, transmitting three copies of the Urban System Project Agreement and City Council Resolution No. 2490 authorizing the Mayor's and Recorder's signatures for the FAUS Sherman-Sheridan one-way couplet project. — MISSING

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
B. E. Brown
Frank Morrison

PROJECT MANAGEMENT

APR 13 '76

REFER TO: [illegible] #

FOR

| Info | Investigate | R/D | Action | File | [illegible] |
|---|---|---|---|---|---|
|  |  |  | ✓ |  |  |

RECEIVED
COUNTY & CITY SECTION
APR 14 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☐ ☒ UPE ☒ CE ☐ RE ☐ RPE ☐

City of North Bend
NORTH BEND, OREGON 97459

April 6, 1976

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

I have enclosed three copies of the urban system project agreement relative to the Florida Avenue-Vermont Avenue (North Bend) section of the Sheridan-Sherman one-way couplet project which have been signed by the Mayor and Recorder.

I am also enclosing a copy of Resolution 2490 authorizing the Mayor and Recorder to execute this agreement.

Sincerely,

CITY OF NORTH BEND

Alfred Roth

Alfred Roth
City Administrator

Enclosures

ROSEBURG [illegible]
RECEIVED
APR - 8 1976

RECEIVED
COUNTY & CITY SECTION
APR 14 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

9073

Rulien

N Bend
FAUS

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 23, 1976

Mr. Alfred Roth
City Administrator
City of North Bend
P. O. Box B
North Bend, OR 97459

Dear Mr. Roth:

This will acknowledge receipt of your letter of February 18, 1976, returning three copies of the urban system project agreement as requested.

As explained to Mr. Bourne of your office, the returned agreements did not include any mention of the traffic signal maintenance or power consumption responsibilities.

Note! → By a copy of this letter I am asking that revised agreements be prepared which will be in compliance with the 1971 agreement on this subject between the State and the League of Oregon Cities.

The cost of new signals or revision of existing signals will, if possible, be a part of the overall cost of the FAUS project. If this is not the case, the revised agreement will reflect this factor.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

3-4-76
New agreements
returned to Region
GEZ.

GLC/dt

cc: L. W. Rulien
L. E. George
B. E. Brown
Frank Morrison

RECEIVED
COUNTY & CITY SECTION
FEB 26 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UE
☑ OPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
FEB 26 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

City of North Bend
NORTH BEND, OREGON 97459

February 18, 1976

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

I am enclosing the three copies of an urban system project agreement for the proposed Florida Avenue-Vermont Avenue (North Bend) section of Sheridan Avenue (FAU 2691) as you requested by telephone to Mr. Bourne this date.

Sincerely,

CITY OF NORTH BEND

Alfred Roth

Alfred Roth
City Administrator

a
Enclosures

9673

Jaus - N Bend

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

2-17-76

FEDERAL AID PROJECT NO.
691(1)

STATE PROJECT NO.
Sherman-Sheridan Ave.

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G.L.Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-64

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
2/17/76

FEDERAL ROUTE NUMBER
FAU Route 2691

STATE ROUTE NUMBER
City Street

RECEIVED
COUNTY & CITY SECTION
FEB 20 1976
☐ ENGR ☑ UPE ☒ CE ☐ COOR ☑ OE ☐ RE ☐ AE ☐ RPE ■ BE ☐

GENERAL LOCATION:
City of North Bend

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (*Specify*) All phases of preliminary engineering necessary to obtain location/design approval at a total estimated cost of $25,500, Federal Funds $19,890.

REMARKS

My program approval memorandum of 2/17/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 2/5/76 letter you are authorized to proceed with the work as shown above.

DATE
2/17/76

SIGNATURE OF APPROVING OFFICIAL
for

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 2/17/76

BY (Signature): L.W. Ruliens 2/5/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) | |
|---|---|---|---|---|---|---|
| | | | | | Location | Work |
| 64 | M-2691(1) | 0.54 | 28,500 | 22,230 | Sherman-Sheridan Ave.<br>Couplet (North Bend)<br>Coos County<br>State of Oregon | Preliminary Engineering including utility preparatory work. |

RECEIVED
COUNTY & CITY SECTION
FEB 20 1976
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RRE ☐

REMARKS (Division)

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | 2/17/76 | G. L. Green<br>G.L. Green, Division Administrator |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

February 5, 1976

|  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|
| OJECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| ity St., Sheridan Ave. (North Bend) |  | 17,000 | 28,900 | 96 | 10 | Oregon | 41 | W32 | 64 |

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| D WORK (35 typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | PROJECT NUMBER NUMBER | PROJECT NUMBER SEQ. NO. | I. Projects Only POST MI. | I. Projects Only DESIG. |
| Engineering |  |  |  |  |  |  |  | M- | 2691 | (1) |  |  |

|  |  |  |  |
|---|---|---|---|
| Urban System | COUNTY NAME | Coos | CODE 011 |
| Coos Bay | ROUTE NO. U | FEDERAL-AID 2691 | STATE City St. |

U.S. --

PROGRAM STAGE ☐ 1 OR ☒ 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| E |  |  | 0.54 | 28,500 | 22,230 | 3,135 | 3,135 (City) | Preliminary engineering all phases incl. P.E. by Utility forces. |
| OW |  |  |  |  |  |  |  | (Future const. of northbound portion of a couplet.) |
| ONST (CODE) |  | "Sherman-Sheridan Ave. Couplet (North Bend) Section" |  |  |  |  |  | ROW - 80' normal; Access control-none; Parking restrictions-none. |
|  |  | CL PROJECT TOTALS | 0.54 | 28,500 | 22,230 | 3,135 | 3,135 (City) |  |

RECEIVED
COUNTY & CITY SECTION
FEB 20 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

PROVAL DATES

976

VISION

REMARKS

-Over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. February 5, 1976

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1 | PROJECT LOCATION (45 typewriter spaces)<br>City St., Sheridan Ave. (North Bend) | ADT | PRESENT<br>17,000 | FUTURE<br>28,900 | YEAR<br>96 | REGION<br>10 |
| | | | | | | STATE NAME | Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Preliminary Engineering | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S)<br>M- | NUMBER<br>2691 |

| | | | | | |
|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>Coos | | | |
| | NAME OF URBAN AREA<br>Coos Bay | ROUTE NO. U | FEDERAL-AID<br>2691 | STATE<br>City St. | U.S.<br>-- |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | **PE** | | | 0.54 | 28,500 | 22,230 | 3,135 | 3,135 (City |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) | | "Sherman-Sheridan Ave. Couplet (North Bend) Section" | | | | | |
| | | | | | | | PROJECT TOTALS | 0.54 | 28,500 | 22,230 | 3,135 | 3,135 (Cit |

| | | | |
|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY CL | REMARKS |
| 1 | 14 | PROGRAM APPROVAL DATES<br>FEB 17 1976<br>FHWA OREGON DIVISION | |

RECEIVED
COUNTY & CITY SECTION
FEB 20 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

SHERIDAN AVE. COUPLET (NORTH BEND) SECTION

PROJECT NO. M-2691(1)

es:

P 2)---52-foot curb to curb two way roadway consisting
el lanes, 8-foot parking each side & sidewalks.

AU 2691)---52-foot curb to curb two way roadway con-
ravel lanes, parking each side & sidewalks.

curb to curb two way roadway consisting of 4-9-foot
-foot parking each side & sidewalks.

curbed PCC roadway with 4-foot raised median consisting
vel lanes with 8-foot parking.

k under this project consists of preliminary engineering
uding preliminary engineering by utility forces for the
ion of Sheridan Avenue as the northbound portion of a

f the preliminary engineering will be performed by City
end forces with review by State forces.

ilroads, Water Developments, Historical and Recreational
volved.

Bend Municipal Airport is 3/4 mile northwest of the pro-
o conflict with the operation of the airport will result
t.

FHPM 7-7-2 Requirements: Major action project requiring a Negative Declaration concurred in by FHWA on September 19, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 7 Clearinghouse A-95 review approval letters dated January 14, 1976 and January 8, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing will be offered.

(b) Location/Design--Approval will be requested under separate action.

Data for PR-37:

| | |
|---|---|
| Preliminary Engineering-----Field Work | $25,500 |
| P.S. & E. Preparation | 3,000 |
| Total | $28,500 |

Note: This project is in Congressional District No. 4.

## SHERMAN-SHERIDAN AVE. COUPLET (NORTH BEND) SECTION

### PROJECT NO. M-2691(1)

Existing Facilities:

Sherman Ave. (FAP 2)---52-foot curb to curb two way roadway consisting of 4-9-foot travel lanes, 8-foot parking each side & sidewalks.

Sheridan Ave. (FAU 2691)---52-foot curb to curb two way roadway consisting of two travel lanes, parking each side & sidewalks.

Adjacent Sections:

N. End---52-foot curb to curb two way roadway consisting of 4-9-foot travel lanes, 8-foot parking each side & sidewalks.

S. End---64-foot curbed PCC roadway with 4-foot raised median consisting of 4-11-foot travel lanes with 8-foot parking.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future construction of Sheridan Avenue as the northbound portion of a couplet.

Note: Portions of the preliminary engineering will be performed by City of North Bend forces with review by State forces.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: North Bend Municipal Airport is 3/4 mile northwest of the project; however, no conflict with the operation of the airport will result from this project.

FHPM 7-7-2 Requirements: Major action project requiri
Declaration concurred in by FHWA on September 19, 19

IM 50-1-70 Requirements: State Clearinghouse and Dist
inghouse A-95 review approval letters dated January
January 8, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing wil

(b) Location/Design--Approval will be requested und
action.

Data for PR-37:

| | | |
|---|---|---|
| Preliminary Engineering | -----Field Work | $25,50 |
| | P.S. & E. Preparation | 3,00 |
| | Total | $28,50 |

Note: This project is in Congressional District No.

PRO 6-2

February 5, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-2691(1)

We are submitting program data for one project, Item No. 64, Project No. M-2691(1), "Sherman-Sheridan Ave. Couplet (North Bend) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain location/design approval at an estimated total cost of $25,800 with obligation of $19,890 in Federal funds.

Copies of State Clearinghouse and District 7 Clearinghouse A-95 review letters of approval were previously submitted.

CL:md

Encl.

cc: Alfred Shirely (Region 3)

FORM PR-1
(REV. 4-61)

February 5, 1976

# FEDERAL-AID PROGRAM DATA

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| OJECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| ty St., Sheridan Ave. (North Bend) | | 17,000 | 28,900 | 96 | 10 | Oregon | 41 | W32 | 64 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| D WORK (35 typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
| Engineering | | | | | | | | M- | 2691 | (1) | | |

S Urban System

Coos Bay

| | | | | | |
|---|---|---|---|---|---|
| COUNTY NAME | Coos | CODE | 011 | PROGRAM STAGE | ☐ 1 OR ☒ 2 |
| ROUTE NO. U | FEDERAL-AID 2691 | STATE City St. | U.S. -- | | |

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| E | | | 0.54 | 28,500 | 22,230 | 3,135 | 3,135 (City) | Preliminary engineering all phases incl. P.E. by Utility forces. |
| OW | | | | | | | | (Future const. of northbound portion of a couplet.) |
| ONST<br>CODE) | | "Sherman-Sheridan Ave. Couplet (North Bend) Section" | | | | | | ROW - 80' normal; Access control-none; Parking restrictions-none. |
| CL | | PROJECT TOTALS | 0.54 | 28,500 | 22,230 | 3,135 | 3,135 (City) | |

OVAL DATES

REMARKS

-Over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

February 5, 1976

|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1 | PROJECT LOCATION (45 typewriter spaces)<br>City St., Sheridan Ave. (North Bend) | **ADT** | PRESENT<br>17,000 | FUTURE<br>28,900 | YEAR<br>96 | REGION<br>10 | STATE NAME<br>Oregon |

|  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Preliminary Engineering | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S) M- NUMBER 2691 |

|  |  |  |
|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>Coos |
|  | NAME OF URBAN AREA<br>Coos Bay | ROUTE NO. U — FEDERAL-AID 2691 — STATE City St. — U.S. -- |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43  46 | 53 |  | (54) (58) | (59) (66) | (67) (76) |  |  |
| 5 |  |  |  |  | **PE** |  | "Sherman-Sheridan Ave. Couplet (North Bend) Section" | 0.54 | 28,500 | 22,230 | 3,135 | 3,135 (City |
| 5 |  |  |  |  | **ROW** |  |  |  |  |  |  |  |
| 5 |  |  |  |  | **CONST** (CODE) |  |  |  |  |  |  |  |

|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>CL | PROJECT TOTALS | 0.54 | 28,500 | 22,230 | 3,135 | 3,135 (City |
| 1 | 14 | PROGRAM APPROVAL DATES |  |  | (16) (23) | (24) (33) | REMARKS |  |

## N-SHERIDAN AVE. COUPLET (NORTH BEND) SECTION

## PROJECT NO. M-2691(1)

ies:

FAP 2)---52-foot curb to curb two way roadway consisting avel lanes, 8-foot parking each side & sidewalks.

(FAU 2691)---52-foot curb to curb two way roadway con- travel lanes, parking each side & sidewalks.

s:

ot curb to curb two way roadway consisting of 4-9-foot 8-foot parking each side & sidewalks.

ot curbed PCC roadway with 4-foot raised median consisting travel lanes with 8-foot parking.

lork under this project consists of preliminary engineering cluding preliminary engineering by utility forces for the uction of Sheridan Avenue as the northbound portion of a

of the preliminary engineering will be performed by City Bend forces with review by State forces.

Railroads, Water Developments, Historical and Recreational involved.

Bend Municipal Airport is 3/4 mile northwest of the pro- , no conflict with the operation of the airport will result ject.

FHPM 7-7-2 Requirements: Major action project requiring a Negative Declaration concurred in by FHWA on September 19, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 7 Clearinghouse A-95 review approval letters dated January 14, 1976 and January 8, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing will be offered.

(b) Location/Design--Approval will be requested under separate action.

Data for PR-37:

| | |
|---|---|
| Preliminary Engineering-----Field Work | $25,500 |
| P.S. & E. Preparation | 3,000 |
| Total | $28,500 |

Note: This project is in Congressional District No. 4.

## SHERMAN-SHERIDAN AVE. COUPLET (NORTH BEND) SECTION

## PROJECT NO. M-2691(1)

Existing Facilities:

Sherman Ave. (FAP 2)---52-foot curb to curb two way roadway consisting of 4-9-foot travel lanes, 8-foot parking each side & sidewalks.

Sheridan Ave. (FAU 2691)---52-foot curb to curb two way roadway consisting of two travel lanes, parking each side & sidewalks.

Adjacent Sections:

N. End---52-foot curb to curb two way roadway consisting of 4-9-foot travel lanes, 8-foot parking each side & sidewalks.

S. End---64-foot curbed PCC roadway with 4-foot raised median consisting of 4-11-foot travel lanes with 8-foot parking.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future construction of Sheridan Avenue as the northbound portion of a couplet.

Note: Portions of the preliminary engineering will be performed by City of North Bend forces with review by State forces.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: North Bend Municipal Airport is 3/4 mile northwest of the project; however, no conflict with the operation of the airport will result from this project.

FHPM 7-7-2 Requirements: Major action project requ
Declaration concurred in by FHWA on September 19

IM 50-1-70 Requirements: State Clearinghouse and D
inghouse A-95 review approval letters dated Janua
January 8, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing w

(b) Location/Design--Approval will be requested
action.

Data for PR-37:

| | | |
|---|---|---|
| Preliminary Engineering | -----Field Work | $25 |
| | P.S. & E. Preparation | 3 |
| | Total | $28 |

Note: This project is in Congressional District N

9073

Coos
N Bend

Salem
January 27, 1976

RU

Richard Unrein
Urban Engineer

Urban System Project
Programming Request

Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

City: North Bend

Section: Florida Ave.-Vermont Ave.
Sheridan Ave., FAU 2691
0.54 Mile

Proposed Work: All phases of preliminary engineering to prepare project for contracting. State will perform the major portion of the P.E. work and City will perform P.E. required to prepare preliminary E.I.S. and conduct required hearings.

| Costs: | Total | Federal | State | City |
|---|---|---|---|---|
| *Preliminary Engineering | $ 28,500 | $ 22,500 | $ 3,135 | $ 3,135 |
| Right-of-Way | ( 25,000) | ( 19,500) | ( 2,750) | ( 2,750) |
| Construction | (196,500) | (153,270) | (21,615) | (21,615) |
| | $250,000 | $195,000 | $27,500 | $27,500 |

*Field--$25,500 P.S.&E.-$3,000

State Clearinghouse Approval: 1/14/76

District 7 Clearinghouse Approval: 1/8/76

Approved by Transportation Commission: 1/22/76

See attached project request for additional project information.

RU:dp

Attachment

☐ ENGR. ☐ ASST. ☒ OE ☒ AE ☒ UE
☒ OPE ☒ CE ☒ RE ☐ RPE ☐

9073

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE

FILE:

Salem
January 22, 1976

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Approved Urban System Project
City of North Bend

TO: Mr. Alfred Shirley, Jr.
Region 3 Engineer
Roseburg

Attached are two copies each of a summary and description of the Sheridan Avenue Urban System project request from the City of North Bend. This project request was approved by the Transportation Commission at its January 22, 1976 meeting.

RU:dp

Attachments

cc, w/att: J. H. Versteeg
Victor Wolfe
Ben L. Gifford

RECEIVED
COUNTY & CITY SECTION
FEB 9 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

ROSEBURG REGION
RECEIVED
JAN 28 1976
RE RMS RDE ROE TE
RUE [illegible] RSK FILE
ENV [illegible] RBI

M.

Vern —
Discontinue this notice of Comm. approval
H

Note: It has been Dicided Not to Advise the city that the Transportation Commission has approved protects. the city will Tend to Expend Funds, Go to the Press etc. the Real approval is when FHWA approves protect.

Glen

copy to Frank Morrison and Bill Brown

Dee - place in File and Status Report

| PROJECT MANAGEMENT | | | | | | |
|---|---|---|---|---|---|---|
| FEB - 5 '76 | | | | | | |
| REFER TO Geo/R | | | | | | |
| FOR | | | | | | |
| Info | Investigate | R/D | Action | File | Letter | See me |
| | | | | | | X |

CITY OF NORTH BEND
Proposed Urban System Project

Florida Ave.-Vermont Ave. (N. Bend) Section
Sheridan Ave., FAU 2691
Grade, pave, signals, signs, right-of-way
0.54 mile; $250,000

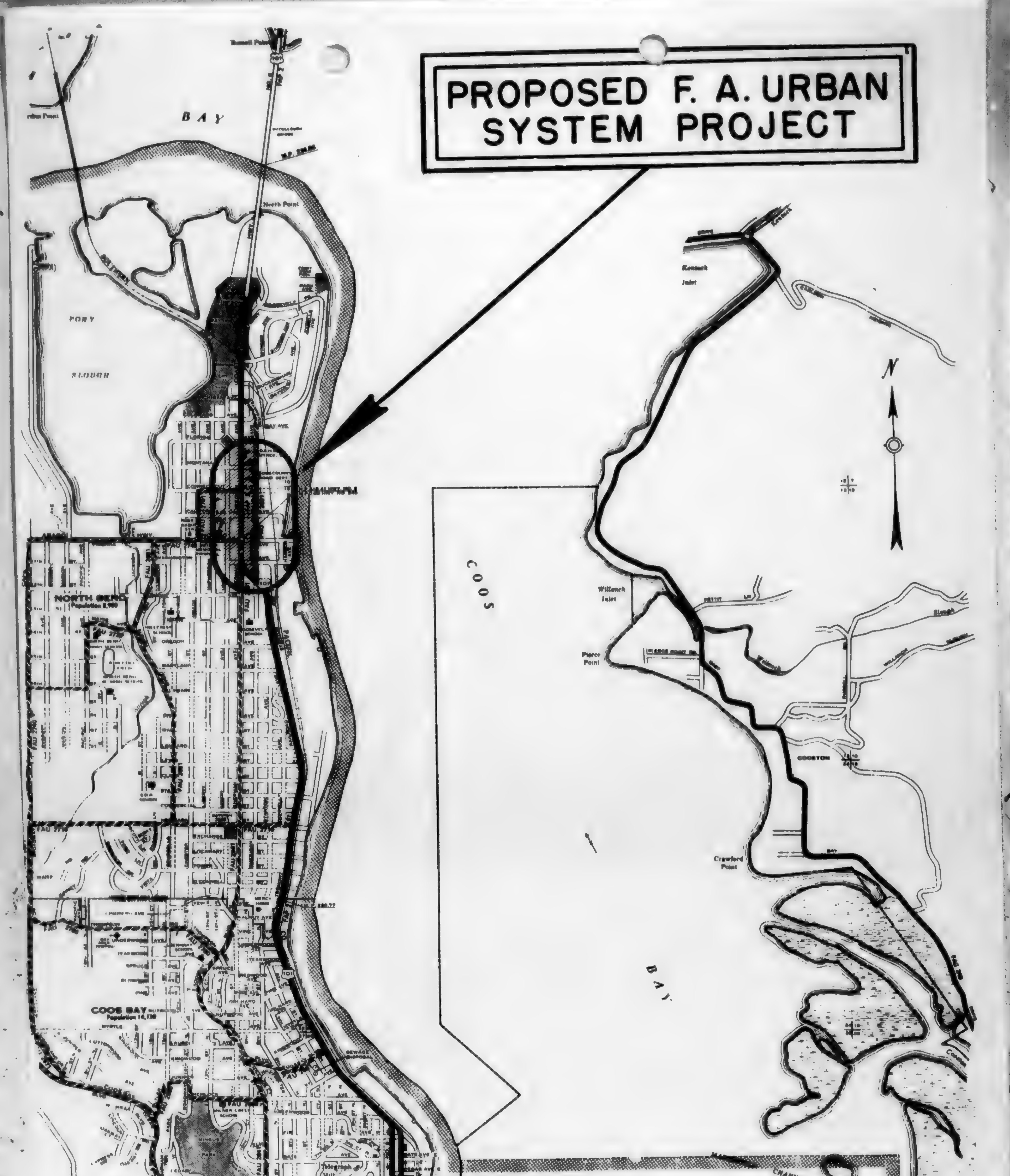
This project entails all the work and costs to improve and connect Sheridan Avenue to the Oregon Coast Highway to form an ultimate Sherman Avenue-Sheridan Avenue one-way couplet on the Oregon Coast Highway.

Perform all necessary engineering.

Acquire necessary right-of-way.

Provide necessary traffic control measures.

76-a
1/12/76



PROPOSED F. A. URBAN SYSTEM PROJECT

BAY
North Point
PONY
SLOUGH
NORTH BEND
COOS BAY
COOS
BAY
N
Kentuck Inlet
Willanch Inlet
Pierce Point
COOSTON
Crawford Point
Slough
CHANNEL
White Point
Telegraph Hill
MINGUS PARK
Mingus Park Lake
101

9073 faus

1-22-76

# PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Florida Ave.-Vermont Ave.

Sheridan Ave., FAU 2691

Project Federal Aid Number: M-2691(-)

Applicant: City of North Bend

Contact: William A. Bourne, City Engineer

Federal Aid Funds: FAS ___ FAUS X Other ___

Date Project Approved by Trans. Comm.: 1/22/76

State to:

___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: Right-of-way acquisition involves State and County maintenance stations, private properties, and a street vacation.

Richard Unrein

Richard Unrein
County-City Unit

1/22/76
Date

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

cc: Right-of-Way Engineer
Region 3 Engineer
Region 3 Federal Aid Engineer
Region 3 Right-of-Way Supervisor
FHWA Right-of-Way Officer
D.E. SWAN

2/18/75

-1023

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 14, 1976

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System
Project Request

Presented for your consideration at the January 22 meeting will be an Urban System project request from the City of North Bend. They are requesting funds to develop a one-way couplet on the Oregon Coast Highway through the North Bend business district.

Federal Urban System funds for this project are estimated at $195,000, with the State providing approximately $27,500 in match funds and an equal amount being contributed by the City of North Bend.

This project has been investigated and is eligible for funding under the federal aid highway program. I recommend your approval of this project and request authority to sign project agreements for and on your behalf.

bc:
C. W. Head
E. S. Hunter
H. S. Coulter
V. E. Skoog
Alfred Shirley
Gary Sund
George M. Baldwin
R. L. Schroeder
L. W. Rulien
D. N. Harwell
Jack Graham

RU:dp 'srb

CITY OF NORTH BEND
Proposed Urban System Project

Florida Ave.-Vermont Ave. (N. Bend) Section
Sheridan Ave., FAU 2691
Grade, pave, signals, signs, right-of-way
0.54 mile; $250,000

This project entails all the work and costs to improve and connect Sheridan Avenue to the Oregon Coast Highway to form an ultimate Sherman Avenue-Sheridan Avenue one-way couplet on the Oregon Coast Highway.

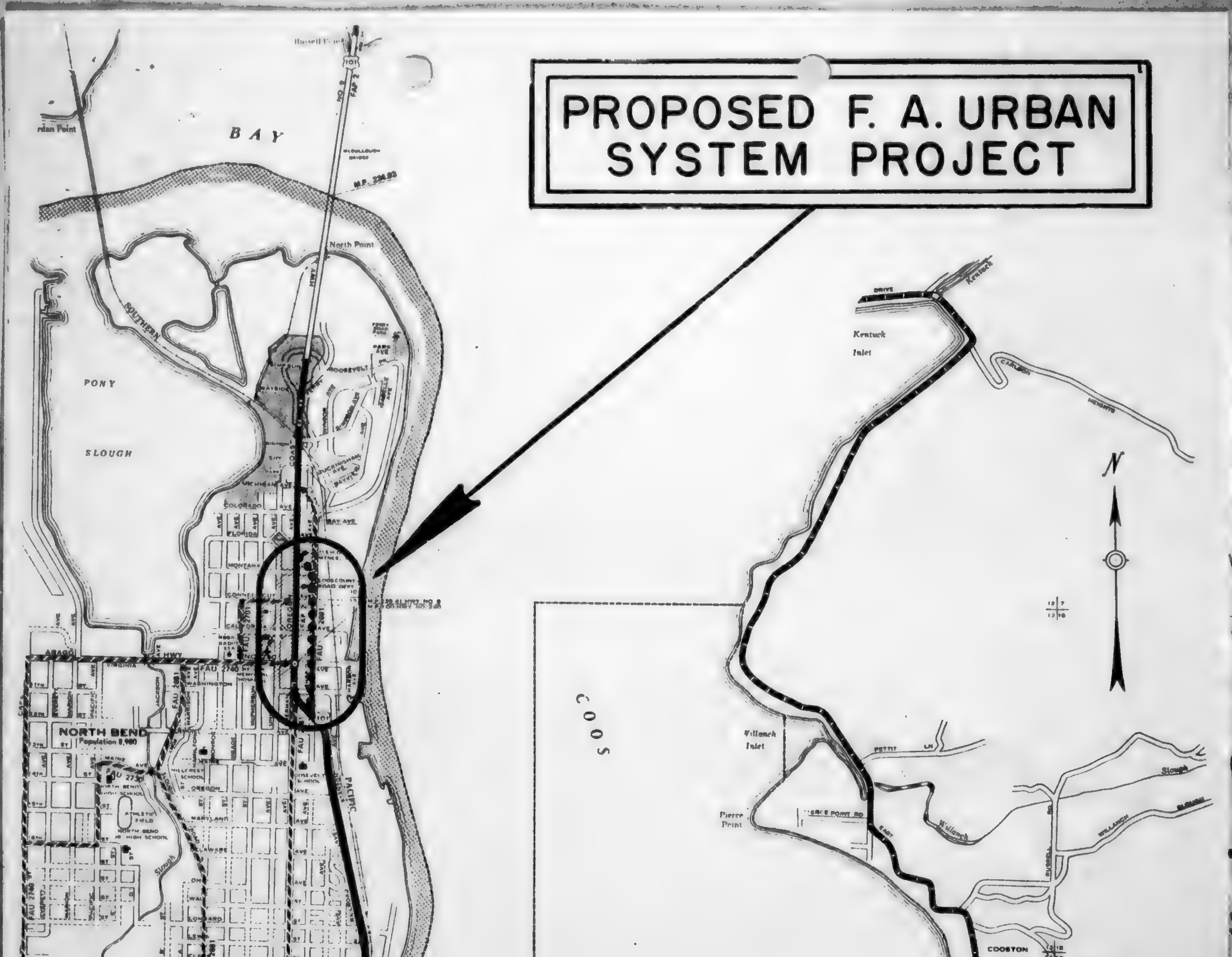
Perform all necessary engineering.

Acquire necessary right-of-way.

Provide necessary traffic control measures.

76-a
1/12/76

# PROPOSED F. A. URBAN SYSTEM PROJECT


BAY
McCULLOUGH BRIDGE
North Point
SOUTHERN
PONY
SLOUGH
PACIFIC
NORTH BEND
COOS BAY
COOS
BAY
Kentuck Inlet
Willanch Inlet
Pierce Point
COOSTON
Crawford Point
White Point
CHANNEL
Telegraph Hill
SEWAGE DISPOSAL
WATER TREATMENT PLANT
Reservoir
N

9073

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Sherman-Sheridan Ave. Couplet Coos

DATE: January 14, 1976

The state has reviewed your project and reached the following conclusions:

1/16/76
cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
A. Shirley, Jr.
B. E. Brown
Aeronautics Div.

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

**NOTICE TO FEDERAL AGENCY**

The following is the officially assigned State Identifier Number:

7512 2 840

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
JAN 19 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

Coos
BEN GIFFORD
12-16-75
NOTED
MARIE STEPHENS

PNRS #2

2

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 16, 1975

TO Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of
Governments
P.O. Box 647
1975 McPherson St. N.
North Bend, Oregon 97459

FROM George N. Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 7
Sherman-Sheridan Ave. Couplet
Oregon Coast Highway, North Bend, U.S. Rt. 101
Coos County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be January 16, 1976.

Attachment

BLG:md

cc: G. L. Green, FHWA
✓F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
A. Shirley, Jr.
B. E. Brown
Aeronautics Div.

RECEIVED
STATE HWY ENGR
DEC 16 '75
REFER TO
FOR
Info

NOTED
MARIE STEPHENS

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | | |
|---|---|---|---|
| For Internal Use Only | 1-8] PNRS # | | Page One |

| | | | | |
|---|---|---|---|---|
| 02 | 12] APPLICANT [45<br>State Highway Division | 46] DIVISION [79<br>Dept. of Transportation | | |
| 03 | 12] APPLICANT ADDRESS STREET [45<br>State Highway Building | 46] CITY [60<br>Salem | | 76] ZIP [80<br>97310 |
| 04 | 12] CONTACT PERSON [45<br>L. W. Rulien | 46] AREA CODE [48<br>503 | 49] PHONE [55<br>378 | 56] EXTENSION [59<br>6563 |
| 01 | 12] PROJECT TITLE<br>Sherman-Sheridan Ave. Couplet | | | District 7 [71 |
| 11 | 12] PROJECT LOCATION—CITY<br>Oregon Coast Highway<br>North Bend, U.S. Rt. 101 | PROJECT LOCATION—COUNTY<br>Coos | PROJECT LOCATION [79<br>SEC: ---- T: 25S<br>R: 13W | |

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves preliminary engineering, acquisition of right-of-way,

06 12] grading, paving and incidental work to construct a one-way couplet utilizing [71

07 12] Sherman Ave. and Sheridan Ave. in the city of North Bend. The couplet will [71

08 12] be approx. 1.1 miles in length. (See Attachment) [71

09 12] [71

10 12] [71

| 12 | AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|---|
| | 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| | 187,200 | ---- | 26,400 | 26,400 | ---- | 240,000 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12] FEDERAL PROGRAM TITLE [71<br>Title 23 USC Highways | |
| 15 | 12] FEDERAL AGENCY NAME [45<br>U.S. Dept. of Transportation | 46] FEDERAL SUB-AGENCY NAME [79<br>FHWA |

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

| STATE | INTER-STATE | COUNTY | CITY | SCHOOL DISTRICT | SPECIAL DISTRICT | COMMUNITY ACTION | SPONSORED ORGANIZATION | OTHER |
|---|---|---|---|---|---|---|---|---|
| ☒ 12 | ☐ 13 | ☐ 14 | ☐ 15 | ☐ 16 | ☐ 17 | ☐ 18 | ☐ 19 | ☐ 20 |

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

| NEW GRANT | CONT. GRANT | SUPPL'T GRANT | INCREASE DURATION | DECREASE DURATION | CANCELLATION | INCREASE DOLLARS | DECREASE DOLLARS |
|---|---|---|---|---|---|---|---|
| ☒ 21 | ☐ 22 | ☐ 23 | ☐ 24 | ☐ 25 | ☐ 26 | ☐ 27 | ☐ 28 |

| (C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? | (D) REVIEW REQUIRED by A-95 | (E) ENVIRONMENTAL IMPACT | (F) HOUSING RELOCATION REQUIRED |
|---|---|---|---|
| Yes ☒ 29 No ☐ 30 Date: 12/16/75 | Yes ☒ 31 No ☐ 32 | Yes ☒ 33 No ☐ 34 | Yes ☒ 35 No ☐ 36 |

| (G) ESTIMATED APPLICATION FILING DATE: | 41] MONTH [42 | 43] DAY [44 | 45] YEAR [46 |
|---|---|---|---|
| | January | 16 | 1976 |

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/16/75

VI. If project includes state funds (12C), identify agency State Highway Division

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

| (c) FUNDING METHOD | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

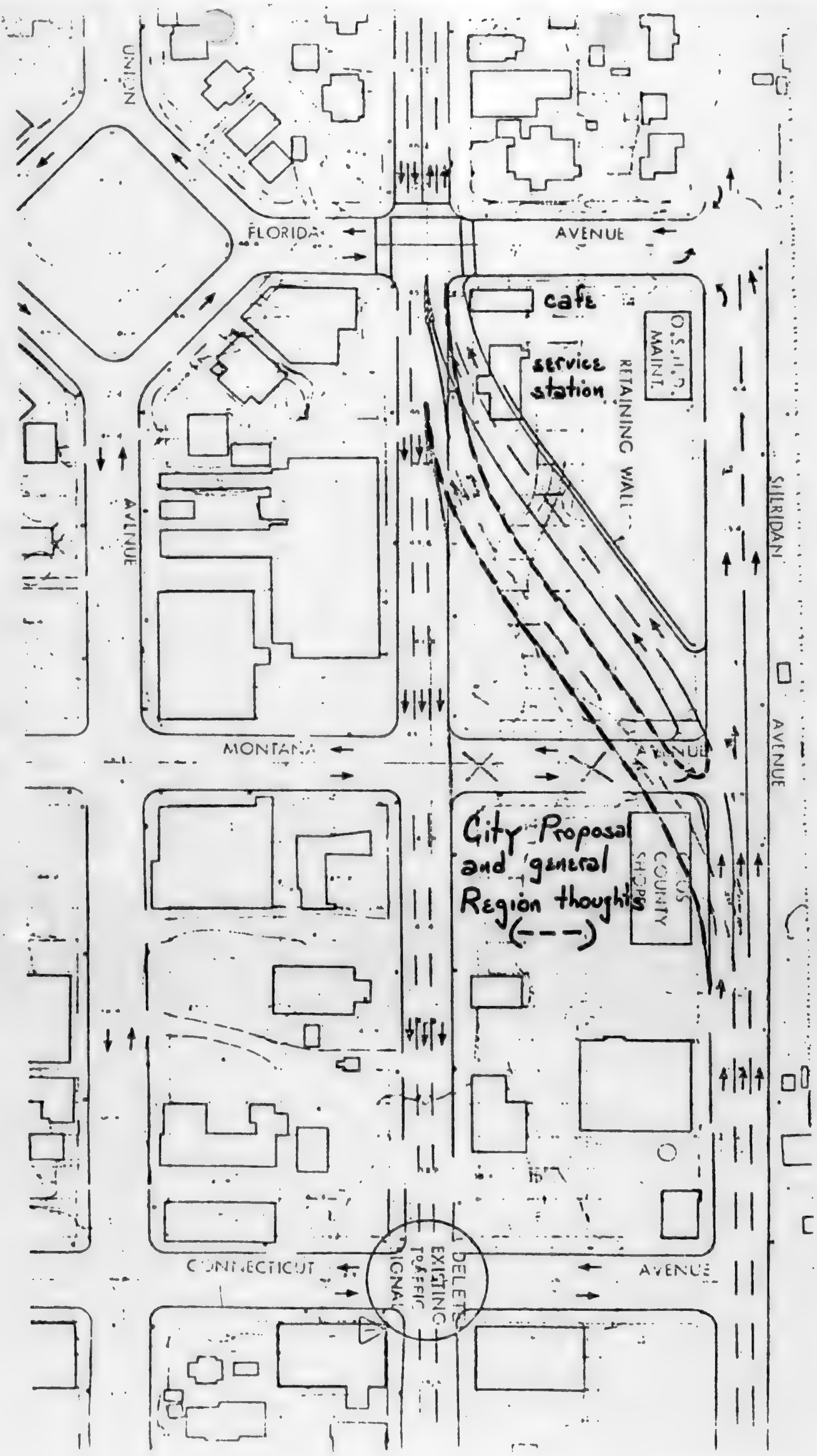
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

### PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of major - non significant environmental impact under Oregon's Action Plan.

This is a Federal aid Urban System project proposed by local government in cooperation with the State Highway Division.

(See Attachment)


UNION
FLORIDA
AVENUE
cafe
service station
O.S.H.D. MAINT.
RETAINING WALL
SHERIDAN
AVENUE
AVENUE
MONTANA
AVENUE
City Proposal and general Region thoughts (- - -)
COOS COUNTY SHOPS
CONNECTICUT
AVENUE
DELETE EXISTING TRAFFIC SIGNAL

## Oregon State Highway Division

## PROJECT ENVIRONMENTAL ASSESSMENT

Date August 28, 1975

### A. PROJECT IDENTIFICATION

Name of Project Sherman - Sheridan Avenue One-way Couplet M-2691 (-)
(Section)

Location of Project Oregon Coast Highway (Highway Name) US 101 (Highway No., US -ORE)

North Bend (City) Coos (County) St. Hwy 3 St. Admin 7 (Region)

Program Federal Urban System (Funding) 240,000 ~~$216,000~~ (1973) (Estimated Cost) (Prefix)

### B. PURPOSE AND ORIGIN OF PROJECT

**Purpose:** To improve the capacity, safety and operational efficiency on a portion of the Oregon Coast Highway where existing capacity deficiencies are contributing to an accident rate nearly four times the average rate for all urban sections along the Oregon Coast Highway and six times the average rate for all of the State's Primary System.

**Origin:** The problems of limited capacity, congestion and accidents on this section of the Oregon Coast Highway were probably discussed as early as the late 1930's. World War II diverted attention to national problems in the early 1940's. However, in 1948 and 1954 the U.S. Census of Business indicated that traffic and traffic associated problems were handicapping merchandisers in the central business district of North Bend. In 1959 the Bureau of Municipal Research and Service suggested the one-way couplet as a tenable solution to the problem in a report entitled "A Proposed Plan for Major Streets in North Bend". During the 1960's alternate routes were evaluated and the Sherman - Sheridan route won local favor. In 1972 the Coos Curry Council of Governments included the couplet in the report, "Coos Bay - North Bend Urban Area Preliminary Community Facilities and Traffic Circulation Elements". Harstad Associates Inc. further identified and urged implementation of the couplet in a 1973 report "TOPICS, An Areawide Plan for the Coos Bay Oregon Urban Area". The couplet has since been included in the urban area traffic circulation plans relating to the 1973 Federal Highway Act.

CATEGORY
3 PROJECT

MAJOR - NON SIGNIFICANT

## C. DESCRIPTION OF PROJECT

**Length:** The couplet is 1.1 mile, more or less.

**Termini:** Sherman and Florida Avenue will be the North Terminus. Sheridan and U S 101 will be the South Terminus.

**Alignment:** The couplet will utilize a combination of exisiting, modified and new alignment. The modified and new alignment will be restricted to the Termini.

**Right-of-Way:** The Right-of-Way, existing and to be acquired, consists of approximately 11 acres. Land use adjacent to Sherman Avenue is commercial. Land use adjacent to Sheridan is industrial.

**Typical Section:** The existing section on Sherman Avenue is a 52 foot-wide paving curb to curb on an 80 foot-wide right-of-way with four 9 foot-wide lanes and curb side parking along both sides. The Sheridan Avenue section is a 52 foot-wide paving curb to curb on an 80 ft.-wide right-of-way with two lanes and curb side parking along both sides.

**Structures:** May require a retaining wall at the North Terminus.

**Characteristics (ADT):** An ADT of 12,700 vehicles per day South of Colorado to 16,300 vehicles per day South of Virginia. ADT exceeds 18,000 vehicles per day South of Sheridan (1971 Data).

**Other General Information:** Utilizing average growth factors, the estimated 1973 ADT for these locations, South of Colorado, Virginia and Sheridan will be in excess of 14,000, 18,000 and 19,500 vehicles per day respectively. During the summer months, June through September, traffic volumes reach 110 to 145 percent of the ADT volumes.

**Project Sketch Map attached:** The project sketch map is attached.

## D. LOCATION AND/OR DESIGN ALTERNATIVES

The following alternatives were considered for improving capacity and safety:

1. Partial and/or complete prohibition of on street parking. Traffic lanes could be increased to 11 feet by no-parking on one side and to 13 feet by prohibiting all parking. While no additional traffic lanes are created, increased capacity could be expected by removing parking manuever conflicts and improve safety by removing the moving-parked vehicle conflicts presently experienced in the substandard lanes. Most peak traffic conditions would meet and sometimes exceed the increased capacity provided by such on street parking prohibitions.

2. Widening existing Sherman Avenue. The limited rights-of-way and extensive development along this section would make widening virtually impossible and the costs would be prohibitive. The maximum width possible within the existing rights-of-way would allow no on street parking.

3. Sherman - Union Avenue one way couplet. This plan has not met with local favor as it would increase traffic, particularly trucks, on Union Avenue.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

**Public Hearing(s) Schedule:** Required

**Type:** Combined Corridor Design Hearing

**Tentative Date(s):** Upon completion of preliminary design

**A-95 Review:** Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

**Natural Topography:** Sherman and Sheridan Avenues are fairly level streets approaching a 2 to 2.5 percent grade at the South terminus. Sheridan Avenue is generally lower than Sherman and is about 30 feet lower at the North Terminus. A 6 to 7 percent design grade will be required to transcend this elevation difference.

**Flora:** Flora consists of indigenous species of both woody and herbaceous plants which are restricted to the North and South termini areas. The woody plants range in size from saplings to 18 inches dbh(diameter breast high) are 30 feet or less in

F. continued-

(Flora) height and include Douglas-fir, Alder, Cascara, wax myrtle, pine, cedar and rhododendron. Blackberries and grasses are also prevalent. Between the termini are paved streets with little or no vegetation.

Soils: Soils appear to be sandstone at the termini and most likely include dredge spoils in the remainder especially along Sheridan. There are no water features within the scope of the project.

Drainage: Drainage is primarily surface drainage along the paved streets with some storm sewers in both Sherman and Sheridan Avenues. Additional drainage should be considered in the design.

Cultural Land Use: The existing route travels through the central business district of North Bend and the land use is commercial. The one-way couplet will travel North bound through land use which is industrial. South bound traffic using the existing route remains commercial. The existing use, existing zoning and the 1990 Land Use Plan identify and maintain the uses as they are today.

Noise: Noise within the project area is predominantly of traffic origin. A limited amount of localized noise may be attributed to mechanical sounds from local businesses and industries.

Air Quality: Air sampling is not being done in North Bend at this time. The author is not aware of any Air Quality problems in the project area. Accomplishment of the project would tend to reduce both noise and air polution by reducing the "Stop-Start" traffic pattern currently being experienced and substitute a smooth traffic flow with less gear shifting and less emission of engine polutants.

Utilities: Overhead utilities are located in the street rights-of-way outside of the paved portion of the street. Underground utilities including water mains, sanitary and storm sewers are located under the paved portion of the street.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
Additional right-of-way acquisition will be required at the North and South termini. The North terminus will require acquisition of approximately 500 feet of right-of-way which could vary in width from 80 to 160 feet depending upon design criteria not yet established. Right-of-way acquisition at the South terminus will require approximately 300 feet of right-of-way which could vary from 5 to 20 feet in width depending upon design criteria.

G. continued-

Consequences:

The acquisition of additional right-of-way at the North terminus will displace a service station, a portion of the State Highway Departments Maintenance shop yard and may displace a cafe. Right-of-way acquisition of the South terminus does not involve the displacement of persons or property improvements, but will require revision of the Oregon Coast Highway islands and divider strip.

2. Estimated Changes in Traffic Patterns:

The existing route, Sherman Avenue-a 52 foot-wide street, is marked to provide four moving traffic lanes approximately 9 feet in width. Curb-side parking is permitted on both sides of the street. Pretimed signals are provided at two intersections. Left turn movements are prohibited at all approaches to the intersection of Virginia Avenue with Sherman Avenue. All motorists Northbound on U S 101 desiring to travel West on the Cape Arago Highway or from the West to the North are directed via Sheridan Avenue. A truck route is provided on Connecticut and Meade Avenues. The proposed route with Sherman and Sheridan as one-way streets would provide three 12 foot-wide traffic lanes with on street parking permitted along both curb lines. The existing traffic signals will require revision or modernization to fit the needs of the one-way pattern. The couplet will restore left turn movements at Virginia - Sherman intersection.

Consequences:

The one-way couplet would provide sufficient capacity for present ADT and peak traffic volumes and for future traffic that can be expected during the next decade. Through the reduction of congestion safety should be improved. The Sherman - Sheridan Avenue one-way couplet would generally utilize the major routings, and would neither increase nor reduce travel distance between U S 101 and the Cape Arago Highway.

3. Estimated Changes in Land Use:

Changes in land use will be limited and minimal. The change will occur at the North terminus from its present use to a public roadway. The change will occur in the least developed property which has fewer property improvements than any other area which would be considered for this proposal.

Consequences:

The displacement of property improvements will be the major consequence of the change in land use resulting from this proposal.

4. Expected Adverse Effects on Natural Ecological Resources:

Adverse effects on natural ecological resources are expected to be minimal. The major portion of the project occurs in the central business district along established paved streets. The major revisions to existing features, natural and manmade, will occur at North and South termini and will require the removal of some of the local isolated vegetation and change the existing topography at the transition of existing traffic flow to the one-way couplet.

Consequences:

If there are any consequences, they may be resolved through plantings and landscaping.

5. Expected Adverse Effects on Cultural and Scenic Resources:

The cultural resources should be enhanced rather than adversely affected by making that resource more easily available to area residents and the traveling public. Adverse effects to the scenic resources will be minimal and primarily restricted to the South terminus in the area of transition from the existing traffic flow to the one-way couplet. This project will require the removal of some of the trees and other vegetation from the existing maintained roadside area.

Consequences:

Replacement of the scenic resources removed by this project should be considered and addressed through a landscape plan incorporated into the design work for this project.

6. Preliminary Identification of Areas of Critical Environmental Concern:

Adverse effects of an environmental nature appear to be minimal and there are no apparent areas of critical environmental concern.

7. Potential for Controversial Issues:

The proposal calls for change and any change is controversial to some. The traffic on Sherman Avenue will be reduced by 50% and one or more businesses may claim damage as a result of loss of "potential customers". Such loss would be minimal however. One or more property improvements will be displaced. These also could be controversial issues. As a general overview of this project, there does not appear to be any great potential for controversy.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | X | | |
| Urban Economist | X | | |
| Water Quality Spec. | X | | |
| Acoustical Engineer | | X | |
| Air Quality Engineer | | X | |
| Cultural Geographer | X | | |
| Urban Planner | X | | |
| Geologist | | X | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ____________________

## I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

## J. TYPE OF ACTION

☒ Major Action

☐ Significant ☒ Non-Significant

☐ Non-Major Action

## K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Assessment Only

☐ Section 4(f)

☒ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________

9C73

Hopkins

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
December 15, 1975

John Grassman

FROM: JOHN GRASSMAN
Regional Design Engineer

SUBJECT: Sherman-Sheridan Couplet (N. Bend)
Oregon Coast Highway
Coos County

TO: GLEN L. CLARK
Regional Federal-Aid Engineer

The following is an estimated breakdown of the construction costs for the subject project:

sharidan (FAUS)

~~SHERMAN~~ AVENUE & RELATED

| | |
|---|---|
| Southerly Connection | $ 23,000 |
| Northerly Connection | 65,000 |
| Overlay (Washington-California) | 15,000 |
| Permanent Signing | 4,000 |
| Signals & Signal Revision | 55,000 |
| SUBTOTAL | $ 162,000 |
| Engineering & Contingencies (20%) | 32,400 |
| Anticipated Items: | |
| Striping | 2,000 |
| Utility Adjustment | 1,500 |
| Right-of-Way | 25,000 |
| TOTAL | $ 222,900 + P.E. $28,500 = $251,400 |

sherman (Primary)

~~SHERIDAN~~ AVENUE REVISION

| | |
|---|---|
| Island Removal $ Surfacing | $ 12,000 |
| Permanent Signing | 1,000 |
| SUBTOTAL | 13,000 |
| Engineering & Contingencies (20%) | 2,600 |
| Anticipated Items: | |
| Striping | 1,000 |
| Utility Adjustment | 500 |
| TOTAL | $ 17,100 |

JG/dd

Vernon
Looks like this
can be financed
[illegible] program
H

RECEIVED
COUNTY & CITY SECTION
DEC 16 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ PPE ☐

9073

Rulien
PRO 6
N. Bend
Sherman-Sheridan Couplet

**OREGON STATE HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 12, 1975

Mr. William A. Bourne
City Engineer
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Bourne:

As per your recent telephone request, we are attaching a sketch map showing a tentative centerline for the proposed Sherman-Sheridan one-way couplet in the vicinity of the Coos County property.

You realize that this is very tentative and subject to change but is the best available information at this time. Also, we would at this time be considering a 30 foot curb-to-curb section with a five-foot sidewalk, three feet for utilities and slope easements.

With this, a more or less maximum encroachment on the county property, you might figure a right-of-way line 35 feet from this tentative centerline.

Please keep us advised of your negotiation for this right-of-way.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

Vince
for your info
H

GLC/dt
Attachment

cc: L. W. Rulien
Victor Wolfe
B. E. Brown
Frank Morrison

RECEIVED
COUNTY & CITY SECTION
DEC 15 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ [illegible] ☑ CE ☐ RE ☐ RPE ☐

| PROJECT MANAGEMENT SECTION | | |
|---|---|---|
| ROUTING | ACTION | INFO |
| P.M. ... ER | | |
| ... DEV. ENGR. | | |
| OFFICE ENGR. | | |
| COUNTY CITY DEC 15 1975 | | |
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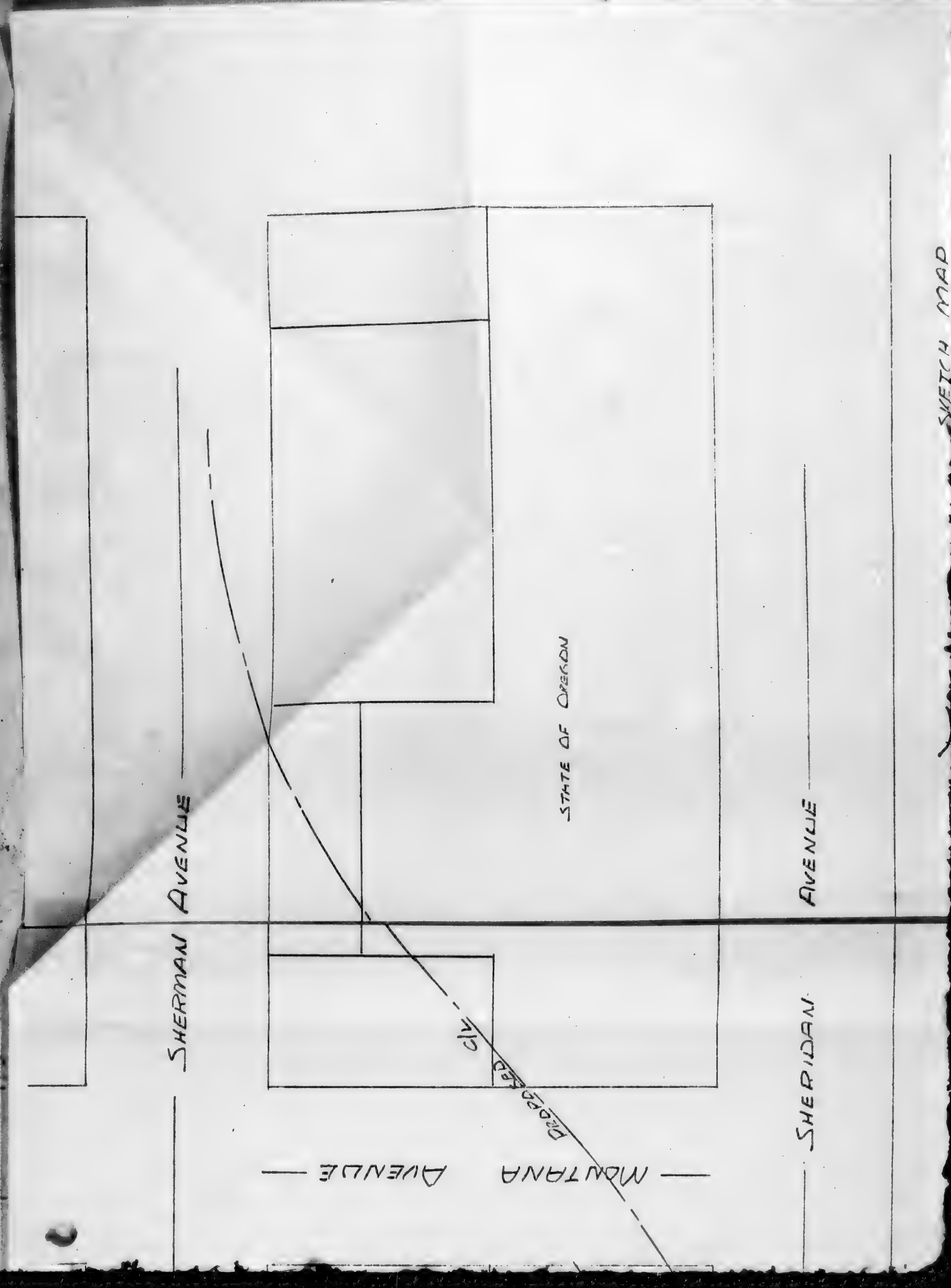
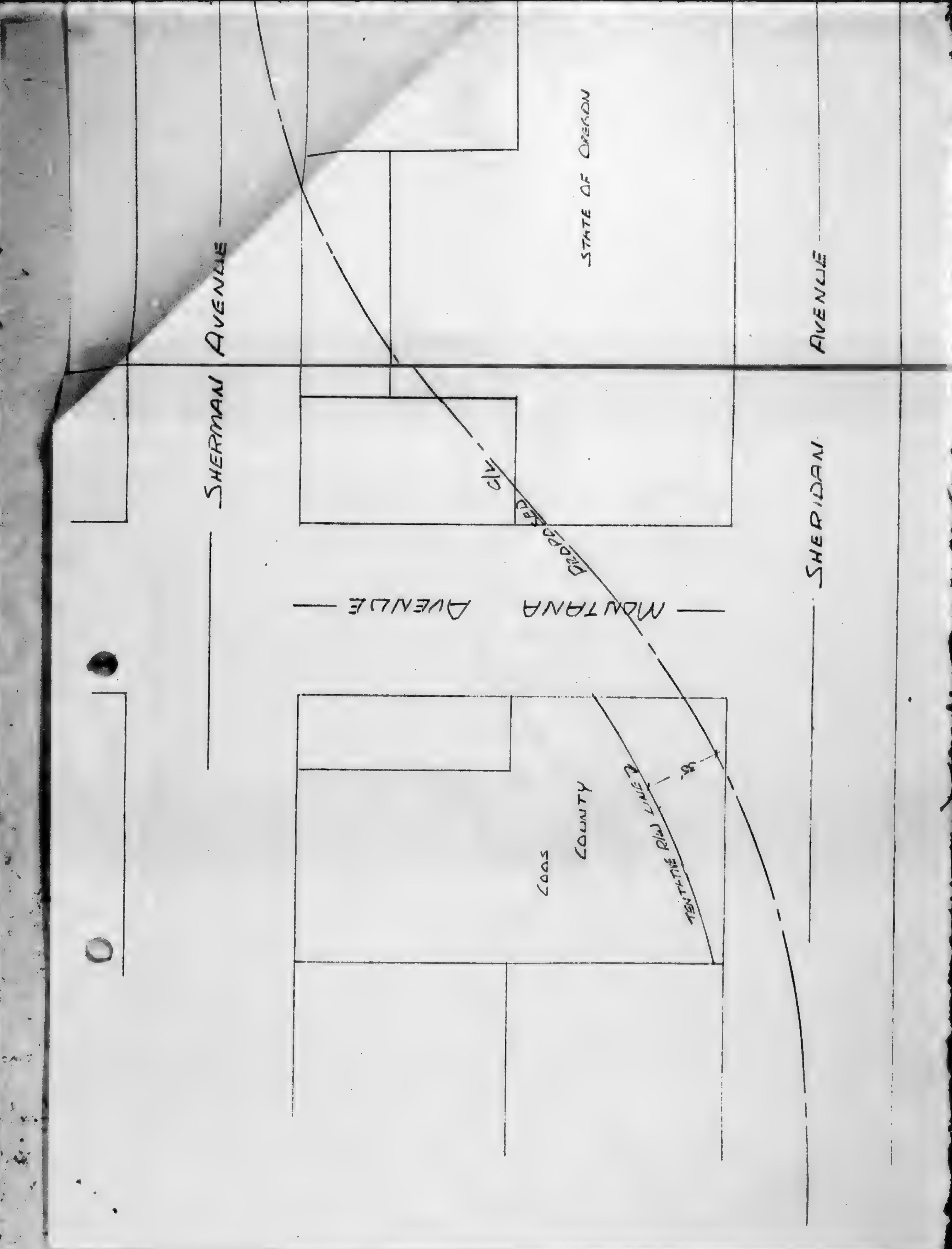
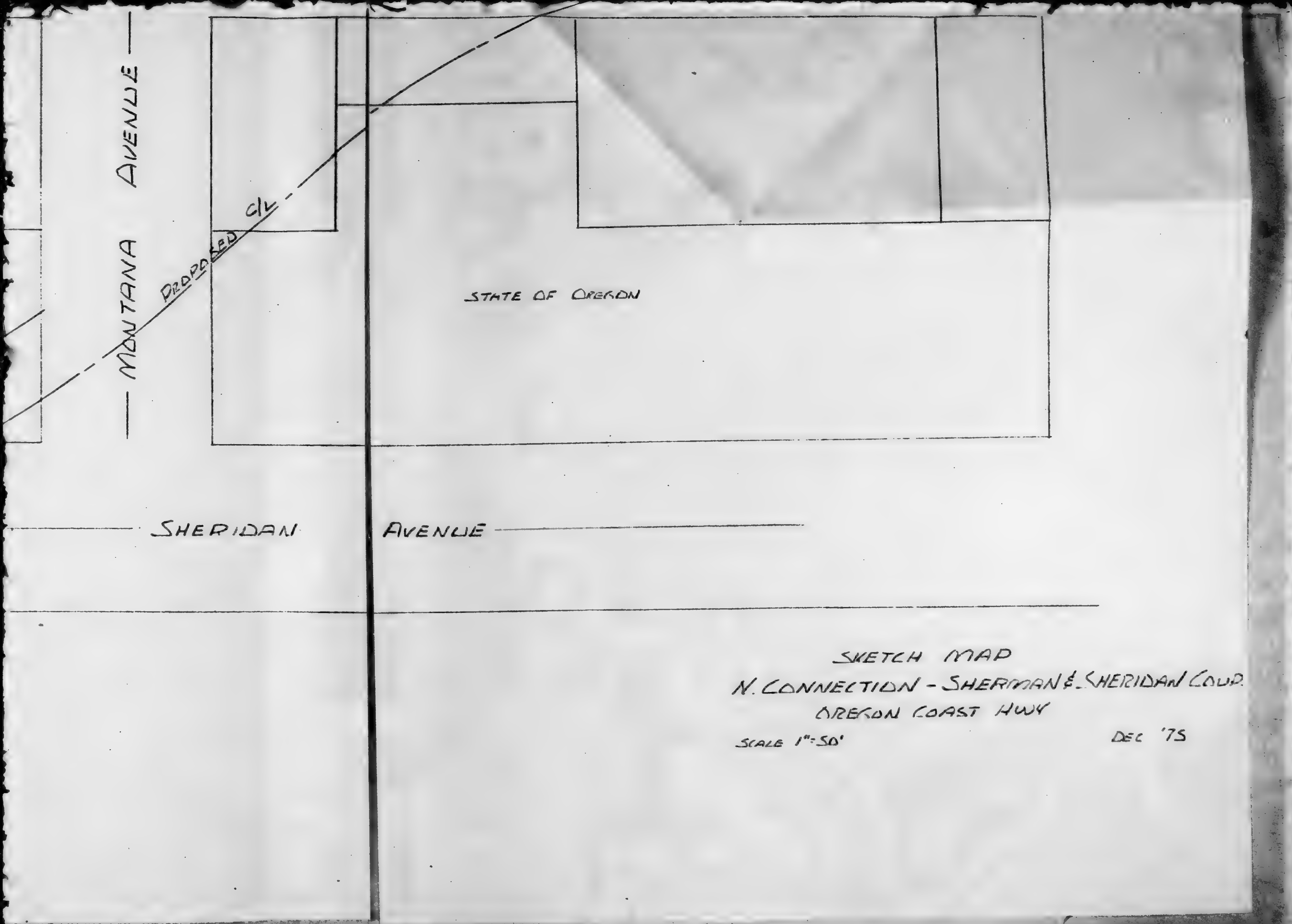
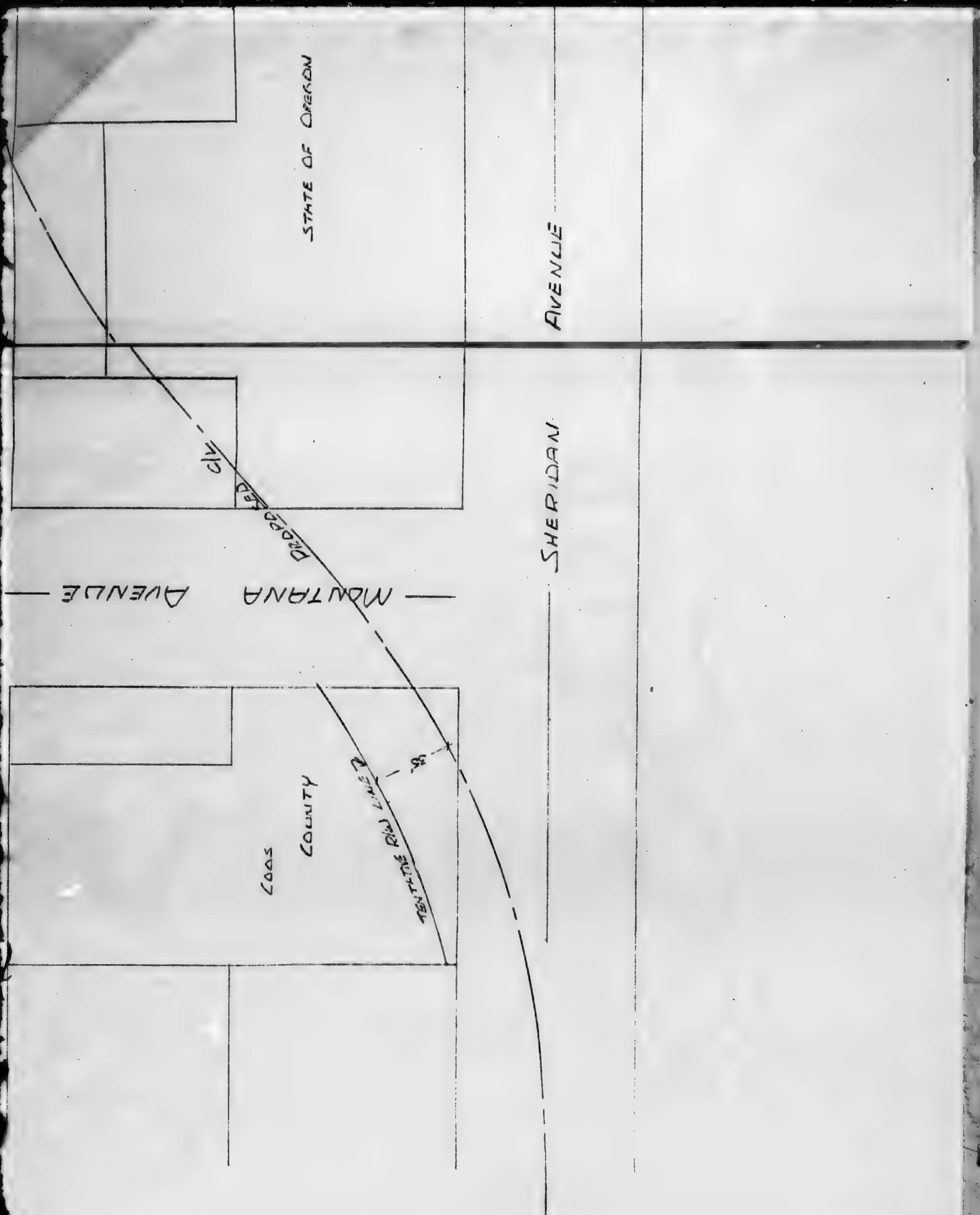
| MILEAGE CONTROL | | |
| PROG. & SCHEDULE | | |
| REMARKS: | | |


SKETCH MAP
SHERMAN AVENUE
SHERIDAN AVENUE
MONTANA AVENUE
STATE OF OREGON
PROPOSED C/L


SHERMAN AVENUE
STATE OF OREGON
SHERIDAN AVENUE
PROPOSED C/L
MONTANA AVENUE
COOS COUNTY
TENTATIVE R/W LINE ?
35'


MONTANA AVENUE
PROPOSED C/L
STATE OF OREGON
SHERIDAN AVENUE

SKETCH MAP
N. CONNECTION - SHERMAN & SHERIDAN COUP.
OREGON COAST HWY
SCALE 1"=50'
DEC '75


STATE OF OREGON
SHERIDAN AVENUE
MONTANA AVENUE
PROPOSED C/L
COOS COUNTY
TENTATIVE R/W LINE ?
35'

9073

Rulien
N. Bend

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
December 5, 1975

Glen L Clark

**FROM:** GLEN L. CLARK
Regional Federal-Aid Engineer

**TO:** MEMO TO FILE

**SUBJECT:** Ramifications of a
Sherman-Sheridan Avenue
One-Way Couplet
North Bend

Mr. Bill Bourne, Director of Public Works, North Bend, contacted this office as a result of receiving a copy of the writer's memo to file dated December 3, 1975, concerning the subject project.

He wished a sketch showing the current line northbound through the county and state maintenance yard so he could re-affirm with the new Board of County Commissioners that the property needed would be supplied for the project.

He wished to point out that there would be no need for a truck route due to the closing of Kaiser Hospital on Virginia. In any event, the Florida-Union route would not be acceptable to the City Council.

He suggested, therefore, that the Connecticut signal could be removed.

He also asked that we consider a one-way couplet over Virginia-California from Sheridan to Monroe over existing roadways. Such a couplet would influence the traffic signal design at Virginia and Sherman associated with the proposed Sheridan-Sherman couplet. It would probably require a new signal at Sherman and California.

The writer promised to look at the Virginia-California couplet next trip into the area.

GLC/dt

cc: L. W. Rulien
L. E. George
B. E. Brown

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COUNTY & CITY SECTION
DEC 10 1975
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PROJECT MANAGEMENT SECTION

| ROUTING | ACTION | INFO |
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| O. M. ENGINEER | | |
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| OFFICE ENGR. | | |
| COUNTY-CITY | | |
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| REMARKS: | | |

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FORM 81-734-3030

#3861,E&C

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
December 3, 1975

FILE: PRO 6

John Grassman

FROM: JOHN GRASSMAN
Region Design Engineer

SUBJECT: Sherman-Sheridan Avenue
Oregon Coast Highway
Coos County

TO: Alfred Shirley, Jr.
Regional Engineer

Pursuant to your request and based on the concepts mentioned in Glen Clark's memo this date, the following is the estimated construction cost for the subject section:

| | |
|---|---|
| Southerly Connection | $ 35,000 |
| Northerly Connection | 65,000 |
| Overlay (Washington-California) | 15,000 |
| Permanent Signing | 5,000 |
| Signals & Signal Revision | 55,000 |
| SUBTOTAL | 175,000 |
| Engineering & Contingencies(20%) | 35,000 |
| Anticipated Items: | |
| Striping | 3,000 |
| Utility Adjustment | 2,000 |
| Right-of-Way | 25,000 |
| TOTAL | 240,000 |

The above estimate does not include landscaping or right-of-way costs for the county or state highway yards.

$25,000± ?

LAND VALUE = $50,000
RE-LOCATE = $150,000
$200,000

Also review & discuss/R

JG/dd

cc: L. W. Rulien
Victor Wolfe
J. H. Versteeg
B. E. Brown
Glen Clark
Frank Morrison

DEC 5 1975

9073

Rulien

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
December 3, 1975

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Sheridan-Sherman Streets
One-Way Couplet FAUS Project
North Bend

TO: MEMO TO FILE

This office was advised that the last obstacle to approval of the Authority for Survey on the subject project was a preliminary estimate of cost for the project.

On Tuesday, December 2, 1975, Mr. John Grassman, Regional Design Engineer, Mr. B. E. Brown, District Engineer, Coos Bay, and the writer reviewed the project on the ground. The following concepts were discussed and will be the basis for the new cost estimate:

1. The south end connection will require minor right-of-way and will be constructed on a 16° CR as now shown on sketch maps. This will be compatible with 30-35 MPH speeds anticipated. The island and butterfly sign will be removed and a quarter block of Sheridan on the westerly side will require deep paving to establish super-elevation for the new traffic pattern.

2. The existing PCC pavement on Sheridan will require a 3" to 4" overlay between Washington and California (two blocks). The balance of the new northbound couplet (existing) is in good condition and is handling considerable truck traffic at present.

3. The new connection from Sheridan to Sherman (present US101) will be on an 8% grade and 15° reverse curves minimizing the impact on the Coos County and Highway Division property. The one block of Montana (a city street) will be vacated.

4. Sheridan will be severed and a cul-de-sac constructed. The Highway Maintenance Station will be served (as other residences to the north) by Florida Street.

5. To preclude sending west-to-north trucks over Connecticut Street (steep grade) between Sherman and Sheridan, it is considered feasible to re-route the North Bend truck route via Florida and Union.

6. The existing traffic signal at US101 (Sherman) and Connecticut will require minor revision. The mast arm in the NE quadrant will be moved to the SE quadrant and might be a proper time to install double indications to side street and upgrade to 12" reds.

Don/#

DEC 5 1975

7. The existing striping on Sherman (present US101) will be converted from four lanes to three lanes.

8. The existing traffic signal at Sherman and Virginia will have to be completely rebuilt. Two of the strain poles are beyond re-use or will stand no additional loading. One quadrant is tied to a wood power pole.

9. A new traffic signal will be required at Sheridan and Virginia.

10. The existing islands (PCC) between Washington and the connection to Sheridan (one long block) will be removed and the southbound traffic pattern reduced from three to two lanes utilizing a portion of the previous northbound lane area.

11. Sherman traffic (off the hill south of US101) will be provided a route across the new northbound US101 traffic pattern into Washington Avenue and continue to Sheridan Street for access to the northbound pattern.

12. Mr. Grassman has on hand right-of-way estimates for all the necessary parcels, except the Coos County property and the Highway Division property. The city has stated in the past that they would contact the county and attempt to obtain the right-of-way at no cost to the project. The proposed impact on our Maintenance Station would be minimal and some area would be picked up by the vacation of Montana. Further, the present Sheridan north of the new connection could be reduced in width and provide additional maintenance area.

13. An estimate based on the above will be prepared by Mr. Grassman.

GLC/dt

cc: L. W. Rulien
Victor Wolfe
J. H. Versteeg
B. E. Brown
William Bourne
John Grassman
Frank Morrison

20.73 Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMEN

# *Memorandum*

DEPAR ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem, Oregon 97308

DATE: September 19, 1975

In reply refer to: 1041DB.T

SUBJECT: Oregon Project M-2691(-)
Sherman-Sheridan Avenue Oneway Couplet
Oregon Coast Highway, Coos County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's September 3, 1975 letter has been received.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

G.K. Hossner for
G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Reg 3, Engelmann)

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STATE HWY ENGR
SEP 23 '75
REFER TO Rulien
FOR
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cy Schroeder

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23 1975
Office of
Highway Engineer

NOTED
R. L. SCHROEDER

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Rulien

PRO 6

FAU
N Bend

**OREGON STATE
HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 31, 1975

Mr. William A. Bourne
City Engineer
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Bourne:

This will acknowledge your letter of July 29, 1975, forwarding the environmental assessment prepared earlier this year for the proposed FAUS project for a one-way couplet on Sheridan-Sherman Streets in North Bend.

By a copy of this letter, I am asking Mr. Eb Engelmann, Regional Environmentalist, to contact Mr. Hoefer of your staff if any additional information is needed.

As stated before, we hope to have an Authority for Survey approved shortly and as engineering personnel become available, a current cost estimate will be made based on the current scope of the project.

who pays - state?

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☐ UPE ☒ CE ☒ RE ☐ RPE ☐

AUG - 4 1975

GLC/dt

cc: L. W. Rulien
B. E. Brown
Eb Engelmann
Frank Morrison

R

City of North Bend
NORTH BEND, OREGON 97459

July 29, 1975

Mr. Glen L. Clark,
Regional Federal-Aid Engineer
Oregon State Highway Eivision
Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

In response to your letter of July 24, 1975, I am enclosing a Project Environmental Assessment for the Sherman-Sheridan Avenue One Way Couplet. The enclosed assessment was prepared by our environmentalist (Mr. Andy Hoefer) in response to your letter of Dec. 11, 1974 but was inadvertently filed instead of being forwarded to your office.

Sincerely,

CITY OF NORTH BEND

William A. Bourne, P.E.
City Engineer

WAB:lm
encl.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 7, 1975

## A. PROJECT IDENTIFICATION

Name of Project Sherman - Sheridan Avenue One-way Couplet
(Section)

Location of Project Oregon Coast Highway (Highway Name) US 101 (Highway No., US -ORE)

North Bend (City) Coos (County) St. Hwy 3 St. Admin 7 (Region)

Program Federal Urban System (Funding) $210,000 (1973) (Estimated Cost) (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve the capacity, safety and operational efficiency on a portion of the Oregon Coast Highway where existing capacity deficiencies are contributing to an accident rate nearly four times the average rate for all urban sections along the Oregon Coast Highway and six times the average rate for all of the State's Primary System.

Origin: The problems of limited capacity, congestion and accidents on this section of the Oregon Coast Highway were probably discussed as early as the late 1930's. World War II diverted attention to national problems in the early 1940's. However, in 1948 and 1954 the U.S. Census of Business indicated that traffic and traffic associated problems were handicapping merchandisers in the central business district of North Bend. In 1959 the Bureau of Municipal Research and Service suggested the one-way couplet as a tenable solution to the problem in a report entitled "A Proposed Plan for Major Streets in North Bend". During the 1960's alternate routes were evaluated and the Sherman - Sheridan route won local favor. In 1972 the Coos Curry Council of Governments included the couplet in the report, "Coos Bay - North Bend Urban Area Preliminary Community Facilities and Traffic Circulation Elements". Harstad Associates Inc. further identified and urged implementation of the couplet in a 1973 report "TOPICS, An Areawide Plan for the Coos Bay Oregon Urban Area". The couplet has since been included in the urban area traffic circulation plans relating to the 1973 Federal Highway Act.

## C. DESCRIPTION OF PROJECT

Length: The couplet is 1.1 mile, more or less.

Termini: Sherman and Florida Avenue will be the North Terminus. Sheridan and U S 101 will be the South Terminus.

Alignment: The couplet will utilize a combination of exisiting, modified and new alignment. The modified and new alignment will be restricted to the Termini.

Right-of-Way: The Right-of-Way, existing and to be acquired, consists of approximately 11 acres. Land use adjacent to Sherman Avenue is commercial. Land use adjacent to Sheridan is industrial.

Typical Section: The existing section on Sherman Avenue is a 52 foot-wide paving curb to curb on an 80 foot-wide right-of-way with four 9 foot-wide lanes and curb side parking along both sides. The Sheridan Avenue section is a 52 foot-wide paving curb to curb on an 80 ft.-wide right-of-way with two lanes and curb side parking along both sides.

Structures: May require a retaining wall at the North Terminus.

Characteristics (ADT): An ADT of 12,700 vehicles per day South of Colorado to 16,300 vehicles per day South of Virginia. ADT exceeds 18,000 vehicles per day South of Sheridan (1971 Data).

Other General Information: Utilizing average growth factors, the estimated 1973 ADT for these locations, South of Colorado, Virginia and Sheridan will be in excess of 14,000, 18,000 and 19,500 vehicles per day respectively. During the summer months, June through September, traffic volumes reach 110 to 145 percent of the ADT volumes.

Project Sketch Map attached: The project sketch map is attached.

## D. LOCATION AND/OR DESIGN ALTERNATIVES

The following alternatives were considered for improving capacity and safety:

1. Partial and/or complete prohibition of on street parking. Traffic lanes could be increased to 11 feet by no-parking on one side and to 13 feet by prohibiting all parking. While no additional traffic lanes are created, increased capacity could be expected by removing parking manuever conflicts and improve safety by removing the moving-parked vehicle conflicts presently experienced in the substandard lanes. Most peak traffic conditions would meet and sometimes exceed the increased capacity provided by such on street parking prohibitions.

2. Widening existing Sherman Avenue. The limited rights-of-way and extensive development along this section would make widening virtually impossible and the costs would be prohibitive. The maximum width possible within the existing rights-of-way would allow no on street parking.

3. Sherman - Union Avenue one way couplet. This plan has not met with local favor as it would increase traffic, particularly trucks, on Union Avenue.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: Required

Type: Combined Corridor Design Hearing

Tentative Date(s): Upon completion of preliminary design

A-95 Review: Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural Topography: Sherman and Sheridan Avenues are fairly level streets approaching a 2 to 2.5 percent grade at the South terminus. Sheridan Avenue is generally lower than Sherman and is about 30 feet lower at the North Terminus. A 6 to 7 percent design grade will be required to transcend this elevation difference.

Flora: Flora consists of indigenous species of both woody and herbaceous plants which are restricted to the North and South termini areas. The woody plants range in size from saplings to 18 inches dbh(diameter breast high) are 30 feet or less in

F. continued-

(Flora) height and include Douglas-fir, Alder, Cascara, wax myrtle, pine, cedar and rhododendron. Blackberries and grasses are also prevalent. Between the termini are paved streets with little or no vegetation.

Soils: Soils appear to be sandstone at the termini and most likely include dredge spoils in the remainder especially along Sheridan. There are no water features within the scope of the project.

Drainage: Drainage is primarily surface drainage along the paved streets with some storm sewers in both Sherman and Sheridan Avenues. Additional drainage should be considered in the design.

Cultural Land Use: The existing route travels through the central business district of North Bend and the land use is commercial. The one-way couplet will travel North bound through land use which is industrial. South bound traffic using the existing route remains commercial. The existing use, existing zoning and the 1990 Land Use Plan identify and maintain the uses as they are today.

Noise: Noise within the project area is predominantly of traffic origin. A limited amount of localized noise may be attributed to mechanical sounds from local businesses and industries.

Air Quality: Air sampling is not being done in North Bend at this time. The author is not aware of any Air Quality problems in the project area. Accomplishment of the project would tend to reduce both noise and air polution by reducing the "Stop-Start" traffic pattern currently being experienced and substitute a smooth traffic flow with less gear shifting and less emission of engine polutants.

Utilities: Overhead utilities are located in the street rights-of-way outside of the paved portion of the street. Underground utilities including water mains, sanitary and storm sewers are located under the paved portion of the street.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Additional right-of-way acquisition will be required at the North and South termini. The North terminus will require acquisition of approximately 500 feet of right-of-way which could vary in width from 80 to 160 feet depending upon design criteria not yet established. Right-of-way acquisition at the South terminus will require approximately 300 feet of right-of-way which could vary from 5 to 20 feet in width depending upon design criteria.

G. continued-

Consequences:

The acquisition of additional right-of-way at the North terminus will displace a service station, a portion of the State Highway Departments Maintenance shop yard and may displace a cafe. Right-of-way acquisition of the South terminus does not involve the displacement of persons or property improvements, but will require revision of the Oregon Coast Highway islands and divider strip.

2. Estimated Changes in Traffic Patterns:

The existing route, Sherman Avenue-a 52 foot-wide street, is marked to provide four moving traffic lanes approximately 9 feet in width. Curb-side parking is permitted on both sides of the street. Pre-timed signals are provided at two intersections. Left turn movements are projibited at all approaches to the intersection of Virginia Avenue with Sherman Avenue. All motorists Northbound on U S 101 desiring to travel West on the Cape Arago Highway or from the West to the North are directed via Sheridan Avenue. A truck route is provided on Connecticut and Meade Avenues. The proposed route with Sherman and Sheridan as one-way streets would provide three 12 foot-wide traffic lanes with on street parking permitted along both curb lines. The existing traffic signals will require revision or modernization to fit the needs of the one-way pattern. The couplet will restore left turn movements at Virginia - Sherman intersection.

Consequences:

The one-way couplet would provide sufficient capacity for present ADT and peak traffic volumes and for future traffic that can be expected during the next decade. Through the reduction of congestion safety should be improved. The Sherman - Sheridan Avenue one-way couplet would generally utilize the major routings, and would neither increase nor reduce travel distance between U S 101 and the Cape Arago Highway.

3. Estimated Changes in Land Use:

Changes in land use will be limited and minimal. The change will occur at the North terminus from its present use to a public roadway. The change will occur in the least developed property which has fewer property improvements than any other area which would be considered for this proposal.

Consequences:

The displacement of property improvements will be the major consequence of the change in land use resulting from this proposal.

4. Expected Adverse Effects on Natural Ecological Resources:
   Adverse effects on natural ecological resources are expected to be minimal. The major portion of the project occurs in the central business district along established paved streets. The major revisions to existing features, natural and manmade, will occur at North and South termini and will require the removal of some of the local isolated vegetation and change the existing topography at the transition of existing traffic flow to the one-way couplet.

   Consequences:
   If there are any consequences, they may be resolved through plantings and landscaping.

5. Expected Adverse Effects on Cultural and Scenic Resources:
   The cultural resources should be enhanced rather than adversely affected by making that resource more easily available to area residents and the traveling public. Adverse effects to the scenic resources will be minimal and primarily restricted to the South terminus in the area of transition from the existing traffic flow to the one-way couplet. This project will require the removal of some of the trees and other vegetation from the existing maintained roadside area.

   Consequences:
   Replacement of the scenic resources removed by this project should be considered and addressed through a landscape plan incorporated into the design work for this project.

6. Preliminary Identification of Areas of Critical Environmental Concern:
   Adverse effects of an environmental nature appear to be minimal and there are no apparent areas of critical environmental concern.

7. Potential for Controversial Issues:
   The proposal calls for change and any change is controversial to some. The traffic on Sherman Avenue will be reduced by 50% and one or morebusinesses may claim damage as a result of loss of "potential customers". Such loss would be minimal however. One or more property improvements will be displaced. These also could be controversial issues. As a general overview of this project, there does not appear to be any great potential for controversy.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | X | | |
| Urban Economist | X | | |
| Water Quality Spec. | X | | |
| Acoustical Engineer | | X | |
| Air Quality Engineer | | X | |
| Cultural Geographer | X | | |
| Urban Planner | X | | |
| Geologist | | X | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. TYPE OF DOCUMENTATION RECOMMENDED:

| | |
|---|---|
| ☐ Draft EIS | ☐ Section 4(f) |
| ☐ Final EIS | ☒ Negative Declaration |
| ☐ Supplemental Draft EIS | ☐ State-Wide Negative Declaration |
| ☐ Supplemental Final EIS | ☐ Other ________________ |

9073

N. Bend - Fau,
Sherman-Sheridan
Couplet

Rulien

PRO 6

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 24, 1975

Mr. William A. Bourne
City Engineer
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Bourne:

We wish to keep you advised of the status of your federal-aid urban system project request for a Sherman-Sheridan one-way couplet in North Bend.

As you know, our Salem office had been asked to prepare an estimate for a couplet that would not force relocation of the Highway Division's maintenance facility. This estimate was prepared and was somewhat higher than anticipated. Mr. Alfred Shirley, Jr., Regional Engineer, requested that the data be sent to the Region office so additional field investigation could be accomplished.

An Authority for Survey is being prepared to fund this field work and it is thought that Mr. Frank Morrison will be in a position workload wise to accomplish this task.

As you may know, a project environmental assessment form was sent to Mr. Alfred Roth, City Manager, December 11, 1974. This must be completed and returned to this office. A second copy is attached if the first was not received or lost. Please complete the form using the guidelines attached. Mr. Eb Engelmann, Regional Environmentalist, will assist you in answering any questions you may have and will review the assessment you prepare.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 29 1975
☑ ENGR. ☐ COOR. ☑ UE ☑ AP
☒ HPE ☒ CE ☐ RE ☒ HPE ☐ UE

ROUTING
JUL 28 1975 FAUS
Don

GLC/dt
Enclosure

cc: L. W. Rulien ✓
B. E. Brown
Eb Engelmann
Frank Morrison
John Grassman

Done
H

Form E-39 3M

9073

Jans

OREGON STATE HIGHWAY DEPARTMENT

# AUTHORITY FOR SURVEY

Section Sherman Ave.-Sheridan Ave. Couplet

Date July 21, 1975

Highway Oregon Coast

Authorization No. 1

County Coos

Survey Prefix 6-1912
(Assigned by Salem office)

Description of termini, route, length, etc.: The northerly terminus is M.P. 235.04, which point is at the intersection of Florida Ave. and the Oregon Coast Highway (Sherman Ave.). The southerly terminus is M.P. 235.58, which point is 100' south of the intersection of Sheridan Ave. with the Oregon Coast Highway. Total length of the project is 0.54 miles.

NOTE: This prefix replaces prefix 6-1465 which has been cancelled

Purpose of survey: To prepare plans, specifications and estimates to construct a connection between Sherman and Sheridan Avenues and to make the necessary revisions to form a one-way couplet through the business section of North Bend. The couplet is to utilize Sherman and Sheridan Avenues.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 15,000 |
| Citizen Input | 902 | 500 |
| Plans | 905 | 2,000 |
| R/W | 909 | 1,000 |
| Soils | 910 | 1,000 |
| Liaison | 913 | 1,000 |
| Utilities | 914 | 500 |
| Loc. Studies | 918 | 500 |
| Proj. Mgt. | 920 | 100 |
| Specifications | 921 | 900 |
| Environmental | 923 | 5,000 |
| Hearings | 980 | 1,000 |

RECEIVED
COUNTY & CITY SECTION
FEB 25 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ OPE ☒ CE ☐ RE ☐ RPE ☐

M-2691(1)

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 28,500

Previous authorization . . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

Location ~~Construction~~ Engineer

Approved:

Ass't State Highway Engineer

State Printing 241

2-17-76

9073

U. Bend
FAU

FORM E-30 (REV. 10-69)

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1975

To Mr. Victor D. Wolfe
Location Engineer

**SUBJECT:** City of North Bend
Proposed Sherman-Sheridan Couplet
Oregon Coast Highway
Coos County

4/23/75 Called Glen Clark re: An acceptable project for $ available ($386,000). He said Shirley was having Region personel figure new est.

The Reconnaissance Unit has reviewed the field location data and updated the construction costs for the subject section. This is in answer for a "ball park" cost requested by Glenn L. Clark, Region 3 Federal-aid Engineer, in his letter of February 5 to North Bend's City Engineer, William Bourne.

From available information in this office, it was determined that the construction cost now would be $360,000; right of way costs not included. This cost estimate is predicated on the field survey alignment for the north end of the Sheridan Avenue couplet leg. A retaining wall adjacent to the State Highway maintenance yard was included in lieu of an embankment fill as originally proposed in the field location survey. This proposed wall would lessen the impact on the maintenance yard.

The City Engineer proposed that the above couplet segment be moved 100 feet southerly in order to eliminate the taking for right of way from the Franco service station located on the southeast corner of Florida and Sherman Streets. This alternate proposal was estimated on a reconnaissance basis, the results being that the construction costs could be some $30,000 more than the field survey. This additional cost is because of additional height required for the retaining wall.

A sketch map is enclosed for reference.

W.H. Hackleman
W.H. Hackleman
Reconnaissance Engineer

RECEIVED
COUNTY & CITY SECTION
MAR 14 1975
☒ ENGR. ☐ COOR. ☒ OE ☐ AE ■ UE
☒ OPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT SECTION

| ROUTING | | ACTION | |
|---|---|---|---|
| P.M. ENGINEER | | | |
| PROJ. DEV. ENGR. | | | |
| OFFICE ENGR. | | | |
| COUNTY-CITY | | | |
| FEDERAL AID | MAR 14 1975 | | |
| INVENTORY NEEDS | | | |
| MILEAGE CONTROL | | | |
| PROG. & SCHEDULE | | | |
| REMARKS: | | | |

VB:jp
cc E.S. Hunter w/attach
Alfred Shirley, Jr w/attach
L.W. Rulien w/attach
Recon File w/attach

Wolfe

PRO 6

3-10

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 5, 1975

Mr. William A. Bourne
City Engineer
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Bourne:

This will acknowledge your letter of January 31, 1975, amending your previous project application for a Sheridan-Sherman one-way couplet project in North Bend.

By a copy of this letter, your letter and sketch are being forwarded to our Project Management Section for processing.

Prior to Commission approval, a cost estimate must be made. For that reason this office is asking our Salem Location Section to make a rough estimate for use as a "ballpark" cost for placing the project on the Commission agenda.

Also by a copy of this letter, the Regional Design Engineer is asked to prepare an Authority for Survey for forwarding to the Project Management Section for processing, also.

An agreement will be prepared and submitted to you for Council action in the near future.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

REFERRED TO Wells By Location Engineer

GLC/dt

NOTED
W. N. HACKLEMAN

cc: L. W. Rulien
Victor D. Wolfe ✓
John Grassman

RECEIVED
FEB 6 1975
LOCATION SECTION

City of North Bend
NORTH BEND, OREGON 97459

January 31, 1975

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division, Region 3
P. O. Box 1128
Roseburg, Oregon  97470

Dear Mr. Clark:

This letter is in reply to your letter of January 16, 1975 concerning the Sherman-Sheridan one-way couplet. The City of North Bend does not concur in the State's position that this project be dropped, and continues to stand firm in its position that the project should be completed as rapidly as possible.

I am enclosing a sketch of a proposed minor alteration to the project which should overcome all of the OSHD's apparent objections to the project with minimal change in the effectiveness of the proposed couplet. The sketch shows that by moving the northern terminus of the couplet 100 ft. to the south, the following benefits accrue:

1. The encroachment into the OSHD maintenance yard is all but eliminated and would obviate the need to replace this facility.
2. The Franko station could be left as is, thereby limiting the remaining right-of-way acquisition to unused or public land.
3. The required retaining wall would be substantially reduced in size, with substantial cost benefits to the project.
4. The location change would require closure of Montana Street between Sherman and Sheridan. This closure presents no problems, and would actually reduce potential hazzards.

It would appear that the project could easily be constructed within available funds with the proposed minor change. You are therefore requested to pursue this matter with vigour.

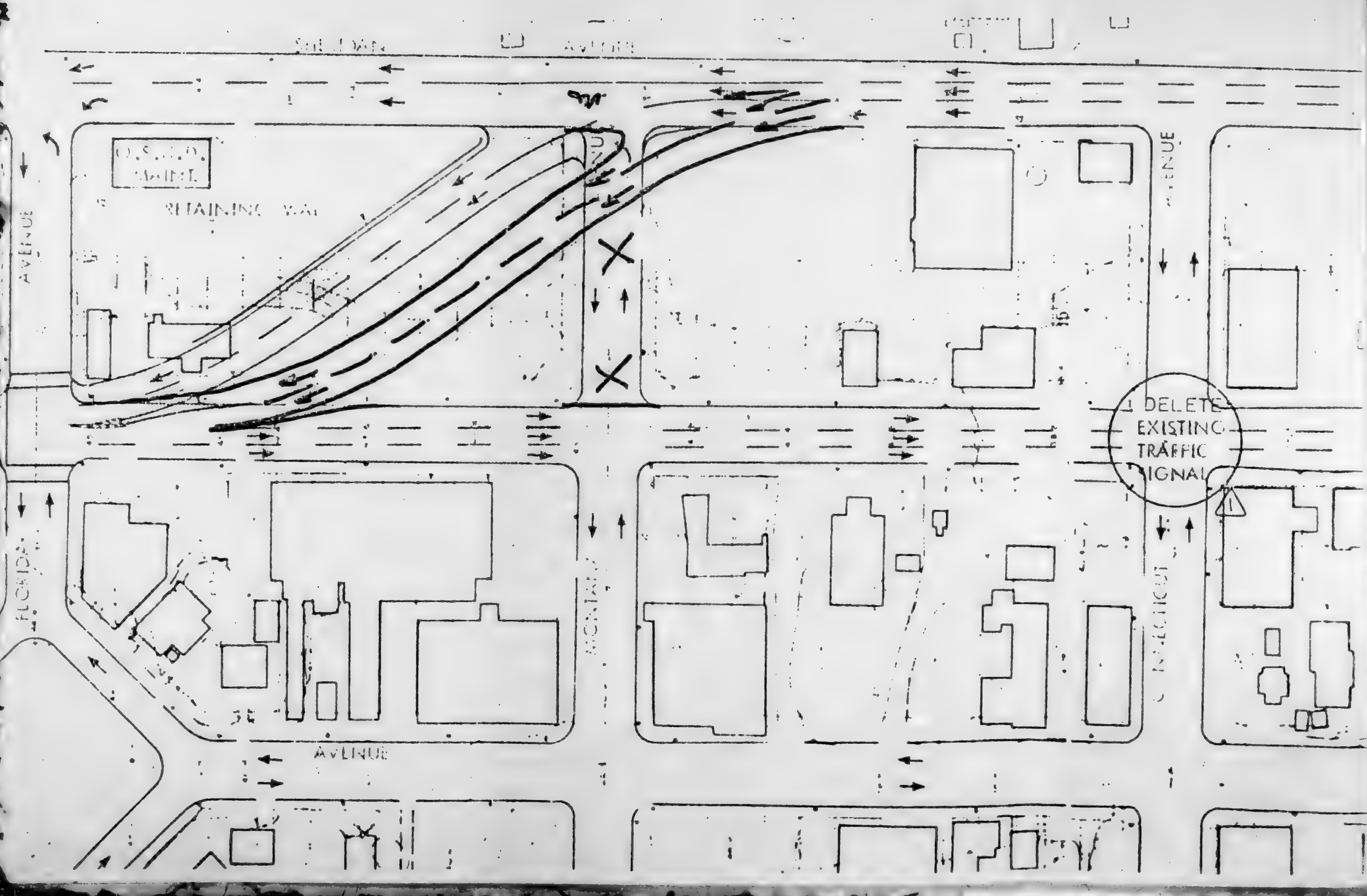
By copy of this letter, the County Commissioners are requested to consider donation of the approximately 1500 sq. ft. of County-owned property that will be required for right-of-way under the alternate plan.

Sincerely,

CITY OF NORTH BEND

William A. Bourne, P.E.
City Engineer

WAB:lm
Enclosure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RETAINING WALL
AVENUE
MONTANA
CONNECTICUT
AVENUE
FLORIDA
AVENUE
DELETE EXISTING TRAFFIC SIGNAL
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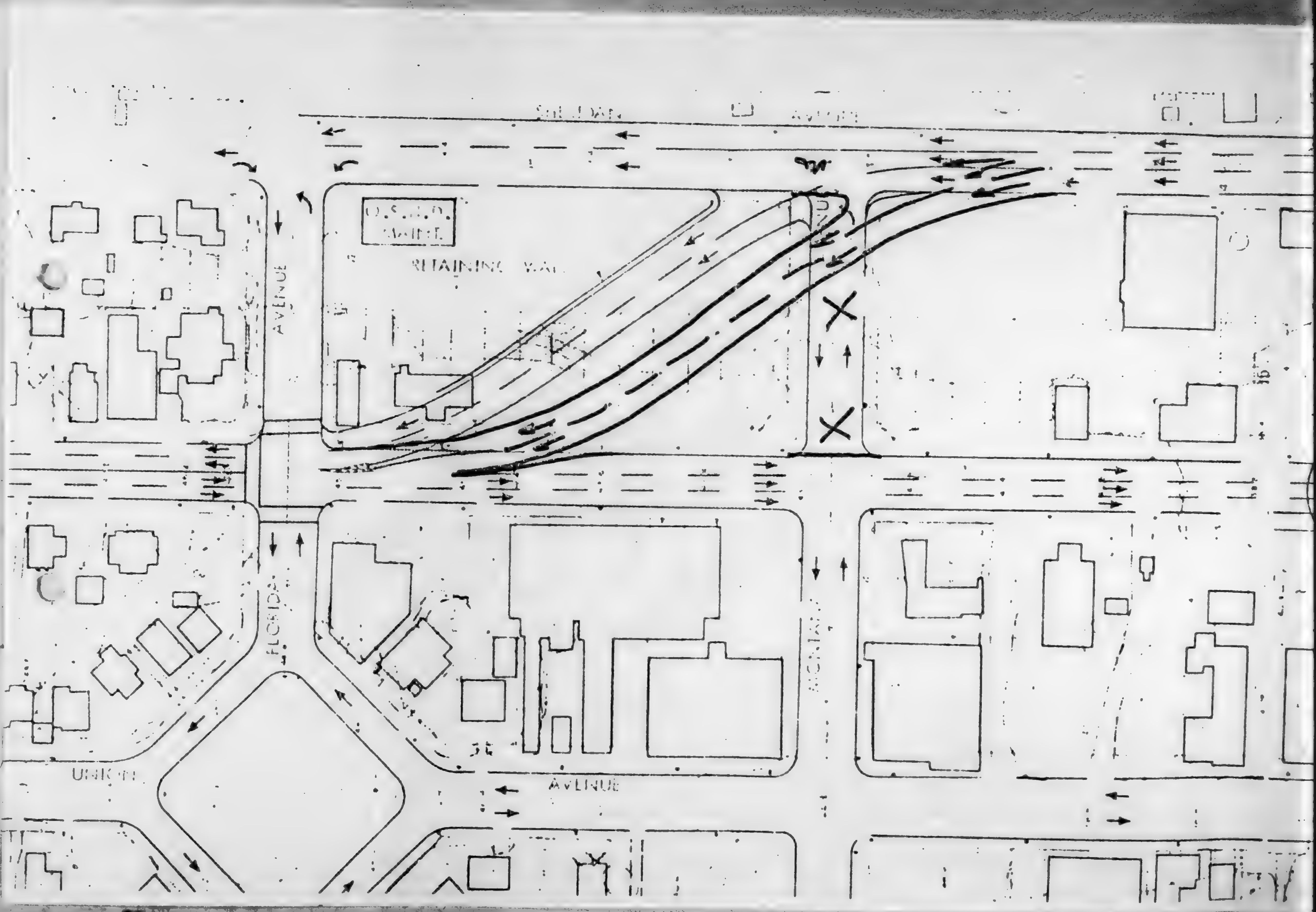
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UNION
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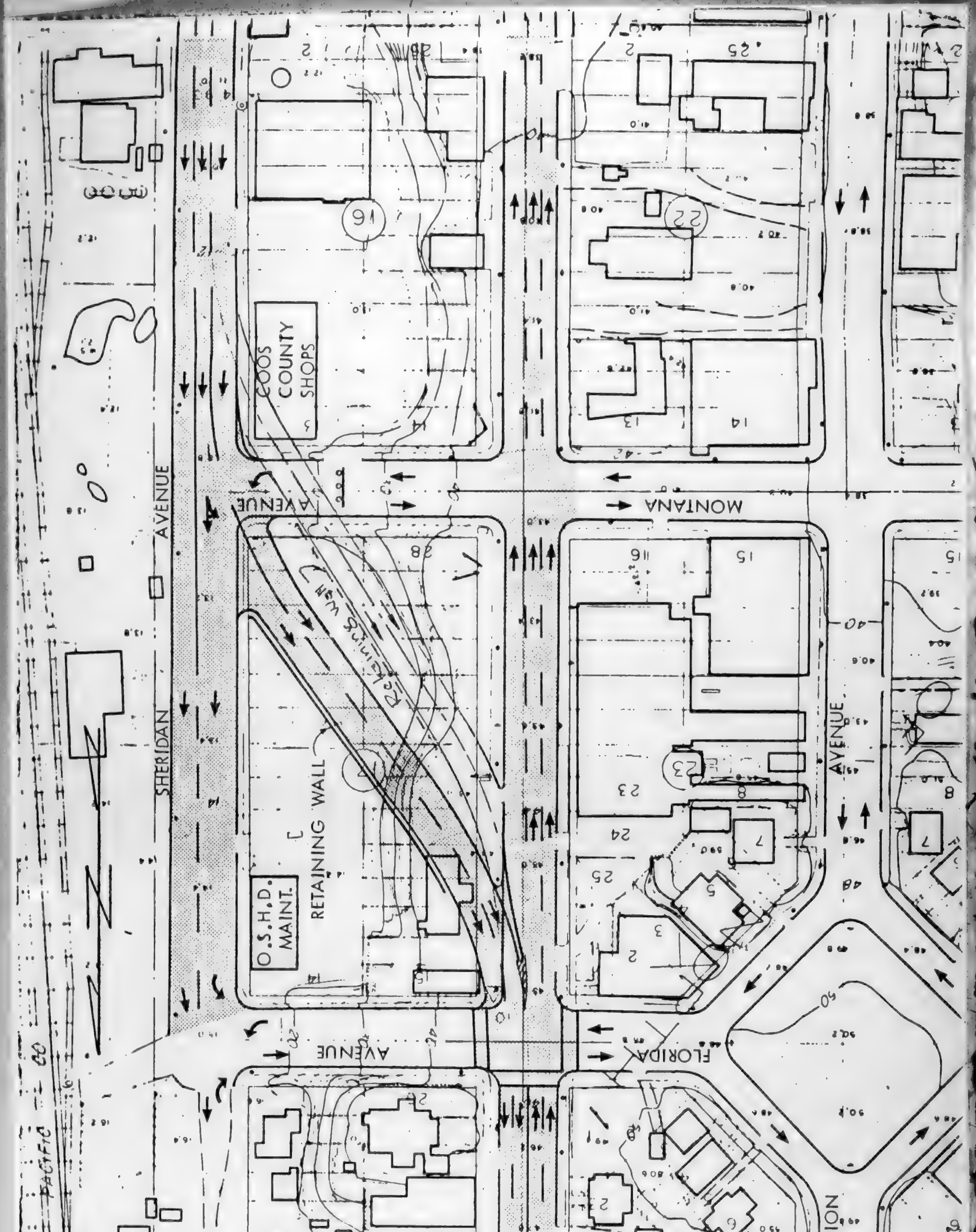
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MONTANA
AVENUE
FLORIDA
UNION
PACIFIC
COOS COUNTY SHOPS
O.S.H.D. MAINT.
RETAINING WALL
Retaining wall
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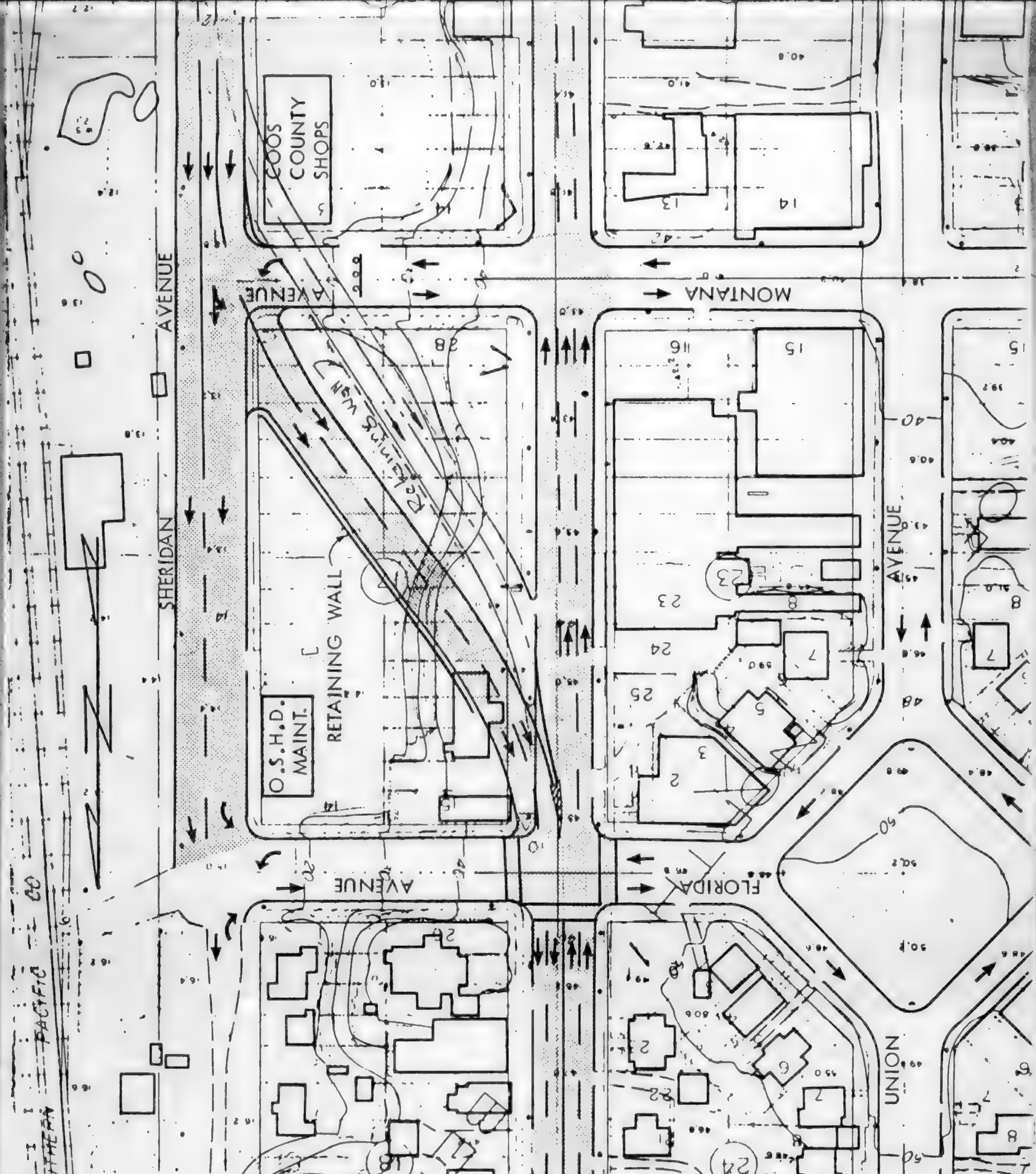
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Retaining wall
RETAINING WALL
O.S.H.D. MAINT.
AVENUE
FLORIDA
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UNION
SOUTHERN PACIFIC CO
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FORM 81-734-3030

File this → ~~Rubicon~~ FAU

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
January 27, 1975

FILE: PRO 6

x-file: N Bend Traffic Signal Va @ Bdwy

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Meeting Regarding North Bend's Request for Detailed Cost Estimace Sherman-Sheridan One-Way Couplet FAU Project - North Bend

RECEIVED
COUNTY & CITY SECTION
JAN 2[illegible] 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE [illegible] UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

On January 8, 1975, Mr. Kipp Osborn, Regional Traffic Engineer, Mr. Alfred Shirley, Jr., Regional Engineer, and the writer met with Mr. Bill Bourne, Director of Public Works, North Bend, and Mr. Joe Schwarm, Director of Public Works, Coos Bay, for two reasons: First, we were going to advise North end that the cost estimate for the Sherman-Sheridan Couplet had increased to $410,000 and therefore we had concluded that the City would, in all likelihood, have no further interest in the project. Secondly, while in the area we were going to advise the City of Coos Bay that the cost estimate for their Curtis Street-Johnson Street TOPICS project had increased some $48,000 to a total of $108,000 and that the City had a balance of $30,000 available in TOPICS funds.

On January 17, 1975, Mr. Don Harwell, City-County Unit, Mr. Osborn and the writer again met with Mr. Schwarm, Mr. Bourne and, in addition, Mr. Alfred Roth, City Manager, North Bend, was present. It was the intent to advise the City of North Bend that there were no longer any TOPICS funds available for the traffic signal project at Virginia and Broadway that was scheduled for bid opening February 27, 1975. It was our thought that the City would surely drop the couplet project, thus making available some $381,000 FAU funds for smaller projects. Thus, the Virginia-Broadway signal could be financed by such funds. The Coos Bay TOPICS project could not due to the FAP classification of US101.

Two misconceptions were evident: First, the City of North Bend had no intention to drop the couplet project and wanted detailed cost estimates immediately. Secondly, they got the impression that they had been asked to give Coos Bay their TOPICS funds ($32,000). This latter misunderstanding prompted a telephone call to Mr. Roth an hour after the meeting to insure his understanding that the funds had been recalled and were to be redistributed to several cities with regularly scheduled TOPICS projects which had increased in cost due to inflation.

The City asked the writer to return Tuesday, January 21, 1975, for a full Council meeting wherein the Council was acting as a committee. In preparation for this meeting, I determined that no new estimate had actually been prepared. A 1968 estimate had been updated by the Salem Location Section from $130,818 to $330,000 for construction, $50,000 for right of way (consulting engineer's estimate from the areawide

Send a Hunter for your info
R 1-30-75

RECEIVED
JAN 29 1975
PROJECT MANAGEMENT SECTION

TOPICS study as presented by City in application), and $30,000 for a traffic signal, the total being $410,000, or $29,000 over available funds if 1974, 1975 and 1976 allocations were obligated. An estimate of the land value of our Maintenance Station site was made January 21, 1975, by our Regional Right-of-way Section. This amounted to $50,000. It was estimated that if we were to relocate a building, gas pumps, etc., would cost an additional $150,000. A new estimate of the construction cost was made by the Region office based on the 1968 quantities but adding 40% contingencies, move-in costs, direction and protection costs, etc., this came to $271,000.

Thus, the total is as shown below:

| | |
|---|---|
| Grading and Paving | $271,000 |
| Right-of-Way (exclusive of our Maintenance site) | 50,000 |
| Land Value of Maintenance Site | 50,000 |
| Buildings and pumps | 150,000 |
| TOTAL | $531,000 |

At the January 17, 1975, meeting, the City Manager stated he was considering replacing our Maintenance Station site "in kind".

The meeting Tuesday, January 21, 1975, was attended by the writer. The full Council, City Attorney, City Manager and Director of Public Works were in attendance.

The details of the previous two recent meetings were outlined by the Director of Public Works for the benefit of the Council. The new estimate, land values, building costs, etc., were presented to the Council. The Council was concerned over their promise to the local residents that along with the extension of Virginia (to four lanes), a signal would be installed at Broadway.

The City decided to cut the couplet project short (so that little or no damage would occur to our Maintenance Station) to save funds and pressed hard for some way to signalize Broadway and Virginia. I suggested that FAU funds might be used ahead of the couplet project, but that we would require a letter from Eastside and Coos Bay stating that this project rather than the couplet was their first priority. The Council was of the opinion Coos Bay would not write such a letter and might cancel the present couplet letter.

After much conversation, they asked what it would cost to construct the signal with State forces and if they paid the bill, would we do the work. I said $20,000 to $22,000, as a guess. They asked if I would pursue this and if it appeared feasible, they would write a letter so asking.

After the meeting, Mr. Shirley was contacted in Salem and on Thursday, January 23, 1975, he advised that if asked, we would seriously consider their request. The writer so advised Mr. Roth.

GLC/dt

cc: L. W. Rulien

96 23

Rulien ~~E911~~

PRO 6

**OREGON STATE HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 16, 1975

Mr. William A. Bourne
Director of Public Works
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Bourne:

This letter is to confirm the conversation in your office January 8, 1975, concerning the FAU project application for a one-way couplet via Sheridan and Sherman Streets on US101 in North Bend.

You will recall, Mr. Alfred Shirley, Jr., Mr. Kipp Osborn, Mr. Joe Schwarm and the writer attended that meeting.

The salient points were that the urban area had been allocated $297,654 (78%) which would support a total contract of $381,607.67. The current estimate of the cost of this overall project (as prepared by our Salem Location Section using 1974 dollars) is $410,000. This is based on a $50,000 right-of-way acquisition cost. We feel this couplet would completely destroy our maintenance site and it would cost the State some $250,000 for re-establishing our facility.

Faced with these facts, it was the State's position that this project be dropped and other projects be considered.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

SIGNED BY GLEN L. CLARK
FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
JAN 21 1975
☑ ENGR. ☐ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

Hummel/see me
R

1-27-75
Discussed w/ Clark
that future letters
not be positive form
D.M.H.

GLC/dt

cc: L. W. Rulien
Joe Schwarm

RECEIVED
JAN 20 1975
PROJECT MANAGEMENT SECTION

NOTED

1073

1-6-75

19A-341

Dec 23 1974

Sherman - Sheridan Couplet
City of North Bend
Oregon Coast Highway

| | | | | |
|---|---|---|---|---|
| Length, miles | 0.78 | | 0.78 miles | |
| Grade and Pave | 180.000 | | $330.000 | |
| Structures | – – | | – – – – | |
| R/W | 130.000 | | $50.000 | City of North Bend Est. |
| | – – – | Traffic Control | 30.000 | |
| Total Est. of Cost | 310.000<br>(1968) | | $410.000<br>(1974) | |

Prepared by Vic Benning

---

1-6-75 APM

Called Glen Clark & related above est. to him. Also told him all work outside of ORE. Coast Hwy R/W was eligible for FAUS funding according to Vern Cusack of FHWA.

Glen & Bud will discuss and contact City of North Bend regarding cost & feasibility of project. Told him we would be glad to attend any meetings. M.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

9073

FORM E-20

**OREGON STATE HIGHWAY DIVISION**
INTER-DEPARTMENT CORRESPONDENCE
Coquille, Oregon 97423

**DATE** December 24, 1974

**TO** Glen L. Clark
Regional Federal-Aid Engineer

**FROM** B. E. Brown
District Engineer

**SUBJECT** Possible One-way Couplet Const.
North Bend, Oregon Coast Highway
Sheridan-Sherman-Washington to Florida Section

I have checked the proposed couplet section as you requested and have made the following observations:

1. A 2" overlay over Sherman and that portion of Sheridan to California Street would be desirable.
2. The Section on Sheridan from California to Florida Street would require only minor patching to make it acceptable.
3. Using Florida Street as the connection is not feasible as truck traffic would be in continuous trouble due to the adverse grade on Florida.
4. The base looks adequate along the whole route to carry truck loads.

BEB/lm

RECEIVED
DEC 30 1974
LOCATION
SECTION

[illegible] 1974

9L 73

Rulien FAU

PRO 6

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Alfred Roth
City Administrator
City of North Bend
P. O. Box B
North Bend, OR 97459

December 11, 1974

RECEIVED
COUNTY & CITY SECTION
DEC 12 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Dear Mr. Roth:

This will acknowledge your letter of December 10, 1974, forwarding a Federal-Aid Urban System project request which could result in a one-way couplet via Sherman-Sheridan Streets from Florida to Washington Avenues in North Bend on the Oregon Coast Highway (US101).

Your documentation and project request are being submitted to our Project Management Section for processing. Enclosed is a Project Environmental Assessment form which we are asking you to complete and return to this office. Also enclosed is a basic procedures outline which may be of interest to you and answer some questions regarding the processing of your project.

If you have any further questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

Cop Review & [illegible]
R

GLC/dt
Enclosures

cc: L. W. Rulien

RECEIVED
DEC 12 1974
PROJECT MANAGEMENT SECTION

City of North Bend
NORTH BEND, OREGON 97459

December 10, 1974

Mr. Glen Clark
Regional Federal Aid Engineer
Oregon State Highway Division, Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

In response to your letters of April 22, 1974 and December 3, 1974 I am enclosing a completed project application for completion of the Sherman-Sheridan one-way couplet for consideration as our initial Urban System project under the 1973 Highway Act.

Also enclosed are letters from the cities of Coos Bay, Eastside and Coos County supporting the project.

Sincerely,

CITY OF NORTH BEND

Alfred Roth

Alfred Roth
City Administrator

Enclosures

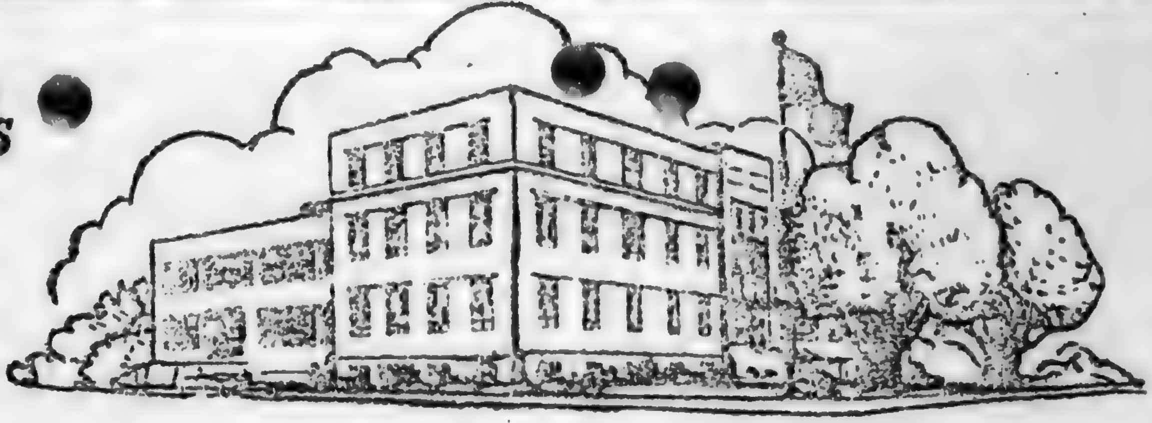
City Administrator
City of North Bend
P. O. Box B
North Bend, OR 97459

9073

**County of Coos**

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

Lonnie Van Elsberg
M.R. "Mickey" Moffitt
Woody Robison



November 14, 1974

Alfred Roth, Administrator
City of North Bend
P.O. Box "B"
North Bend, Oregon 97459

Dear Mr. Roth:

On October 23, 1974 the Coos County Board of Commissioners reviewed your letter of October 10 requesting that the Board of Commissioners review and approve the proposed construction and re-routing of traffic through North Bend. The Board has found no areas of concern in your proposal and noted that it would implement the TOPICs plan previously approved by the Board. We also feel that the proposed project would greatly improve traffic circulation in North Bend and, therefore, give it our support. ✓

Thank you.

Sincerely,

BOARD OF COMMISSIONERS

M.R. Mickey Moffitt
Chairman

Commissioner

Lonnie Van Elsberg
Commissioner

PD/jw

9073

## FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date October 10, 1974

Applicant Agency City of North Bend
Federal Aid System Route No. 9 (US 101) Route Name Oregon Coast Highway No. 9
Project Name Sherman-Sheridan One-Way Couplet

Project Length 0.5 miles Project Location (Attached sketch map)
Project Description Sherman-Sheridan One-Way couplet from 300 feet south of Washington Avenue north to Florida Avenue.

Average Daily Traffic 17,000 Design Speed 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 52' Travel Lanes 4 Shoulders NA
Medians NA Parking Both Sides
Sidewalks Existing
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 104' Travel Lanes 6 Shoulders NA
Medians One Way Grid Parking Both Sides, Both Streets
Curbed Existing* Length Curb Radii
Sidewalk/Bikeway Existing*
Other *With Modifications

FOOTNOTES:

RECEIVED
COUNTY & CITY SECTION
DEC 12 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Description of Proposed Roadway Work Construct new intertie between the Florida/Sherman and Montana/Sheridan intersections; construct necessary Diversion Islands and sign for One-Way traffic, north on Sheridan and south on Sherman.

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum 80' Maximum 120'

2. Will Additional Right-of-Way Be Needed? Yes Explain For Florida/Sherman and Montana/Sheridan intertie and for Highway 101-Sheridan transition.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Included in project.

4. Will there be any persons displaced from their homes, farms or businesses? Yes If so, explain Intertie will pass through present location of Franko Service Station and a portion of OSHD Maintenance yard.

5. Will this project affect any park or recreation facility? NO
If so, explain

## III. TRAFFIC CONTROL DATA

1. Existing Signalization: Sherman/Connecticut intersection and Sherman/Virginia Intersection.

2. Proposed Signalization:

Location Sherman/Virginia and Sheridan/Virginia intersections.

Type Full traffic and pedestrian actuated
Phases
Type of Suspension Mast Arm
Interconnected Yes
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? Include in project.

4. Permanent Striping:

Include in project or by applicant? Include in project.

## IV. ILLUMINATION DATA

1. Present Illumination and Location: 27,800 lumen fluorescent street lights at 100 feet average spacing on Sherman; 4000 lumen incandescent at intersections on Sheridan.

2. Proposed Illumination:

Location

Type Not in Contract: Street lighting to be provided by PP&L under existing contract with City. 27,800 lumen lights on Sherman to be replaced with 55,000 Lumen Mercury Vapor units same spacing. 21,000 Lumen Mercury Vapor Lights to be installed with 170+ foot average spacing on Sheridan.

## V. STRUCTURE DATA

1. Existing Structure:

Location NONE

Type

Size

To Remain in Place?

2. Proposed Structure:

Location Between Sherman/Florida interxection and Sheridan/ Montana Intersection.

Is a particular type of structure and design desired? Retaining Wall

Approximate size of proposed structure

Are sidewalk/bikeways desired? NO

Are any utilities to be attached to structure? NO

FOOTNOTES:

Are provisions for illumination desired? Desirable but not essential.

Are there any unusual or complicating conditions? No

## VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

## VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections This project is contained in the Coos Bay, Oregon Urban Area Topics Plan, identified as North Bend Project No. 1.

2. Applicant's Estimate of Cost for Requested Project:

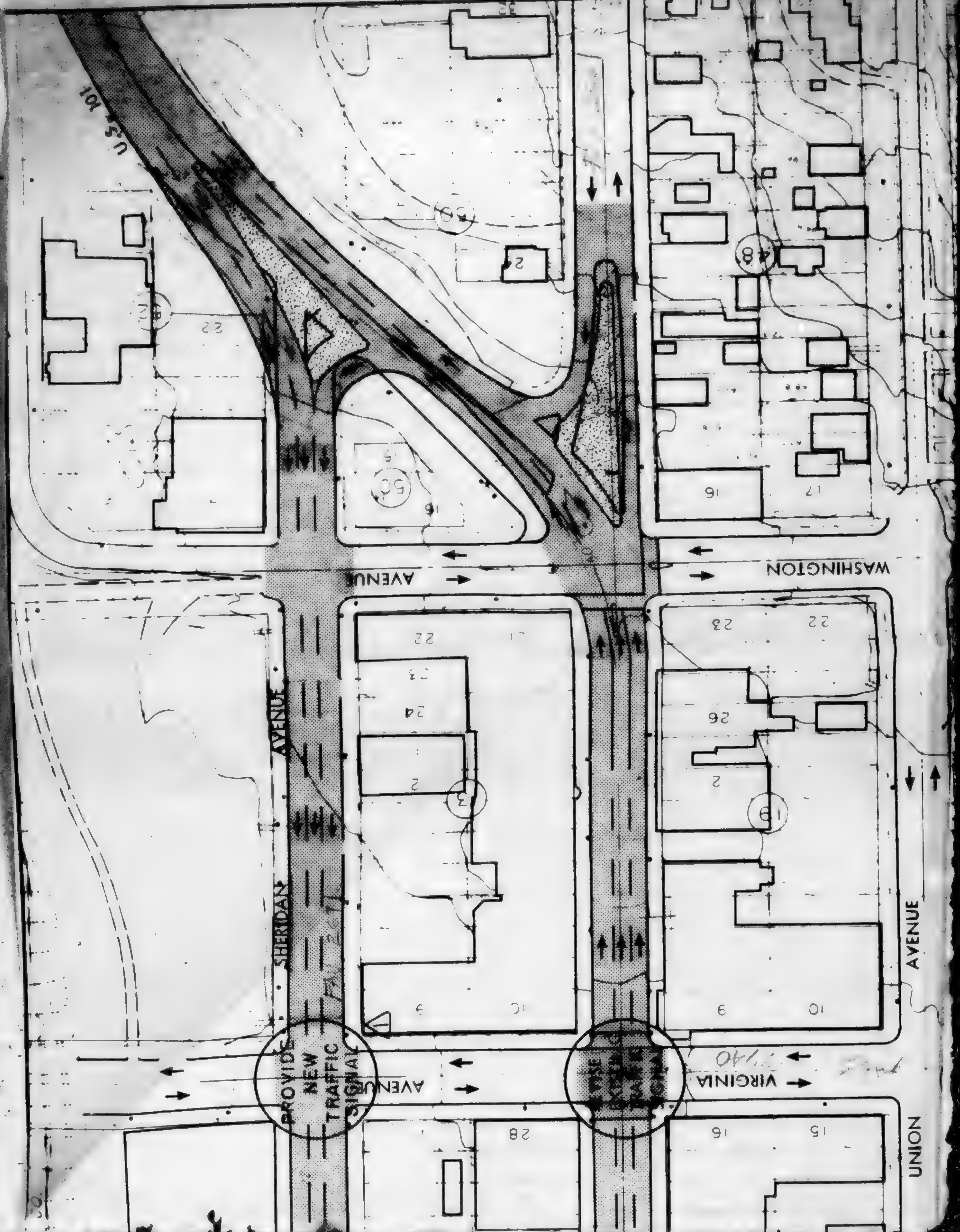
| | |
|---|---|
| Roadway Work | $120,000.00 |
| Right-of-Way Costs (If participating) | 50,000.00 |
| Traffic Control | 30,000.00 |
| Illumination | |
| Structures | |
| Railroad | |
| Other Signing, Marking, Illumination | 10,000.00 |
| Preliminary Engineering | |
| PROJECT TOTAL | $210,000.00 |

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of North Bend
By Alfred Roth Alfred Roth
By City Administrator

County
By
By
By


U.S. 101
WASHINGTON
AVENUE
SHERIDAN AVENUE
PROVIDE NEW TRAFFIC SIGNAL
VIRGINIA
AVENUE
REVISE EXISTING TRAFFIC SIGNAL
UNION
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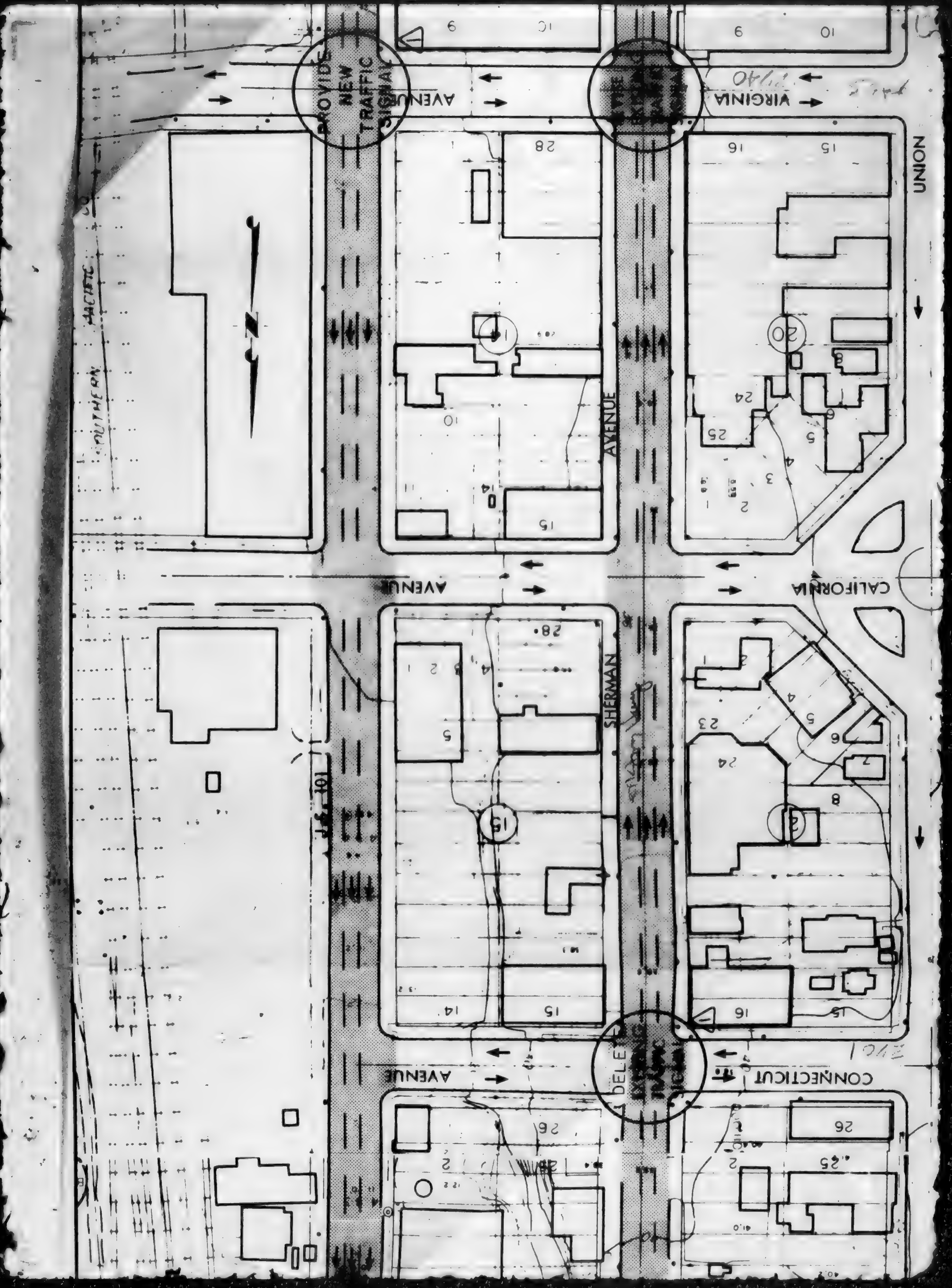
PROVIDE NEW TRAFFIC SIGNAL
DELETE EXISTING TRAFFIC SIGNAL
VIRGINIA AVENUE
CALIFORNIA AVENUE
CONNECTICUT AVENUE
SHERMAN AVENUE
UNION
SOUTHERN PACIFIC
U.S. 101
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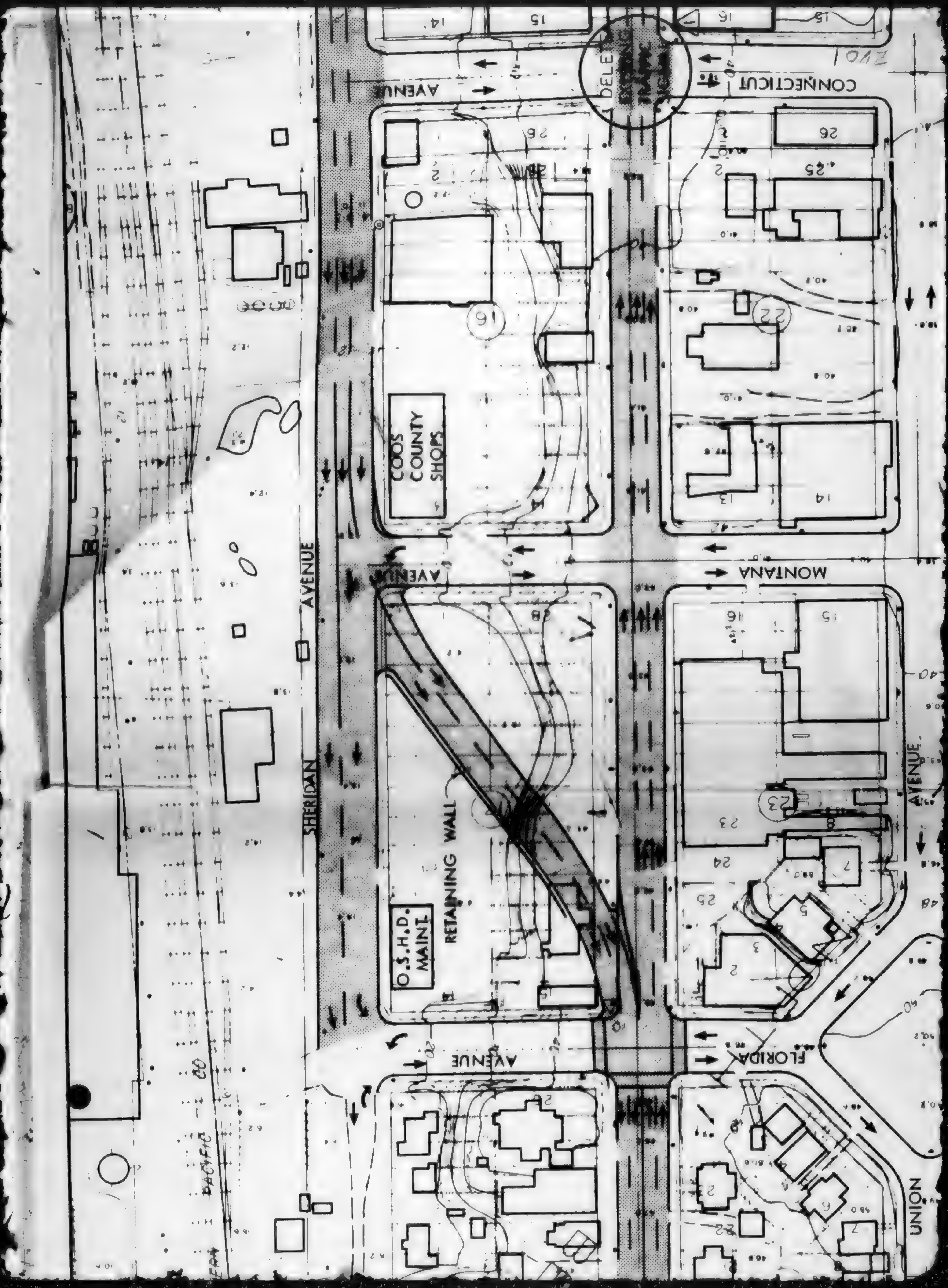SHERIDAN AVENUE
CONNECTICUT AVENUE
MONTANA AVENUE
FLORIDA AVENUE
UNION
PACIFIC
COOS COUNTY SHOPS
O.S.H.D. MAINT.
RETAINING WALL
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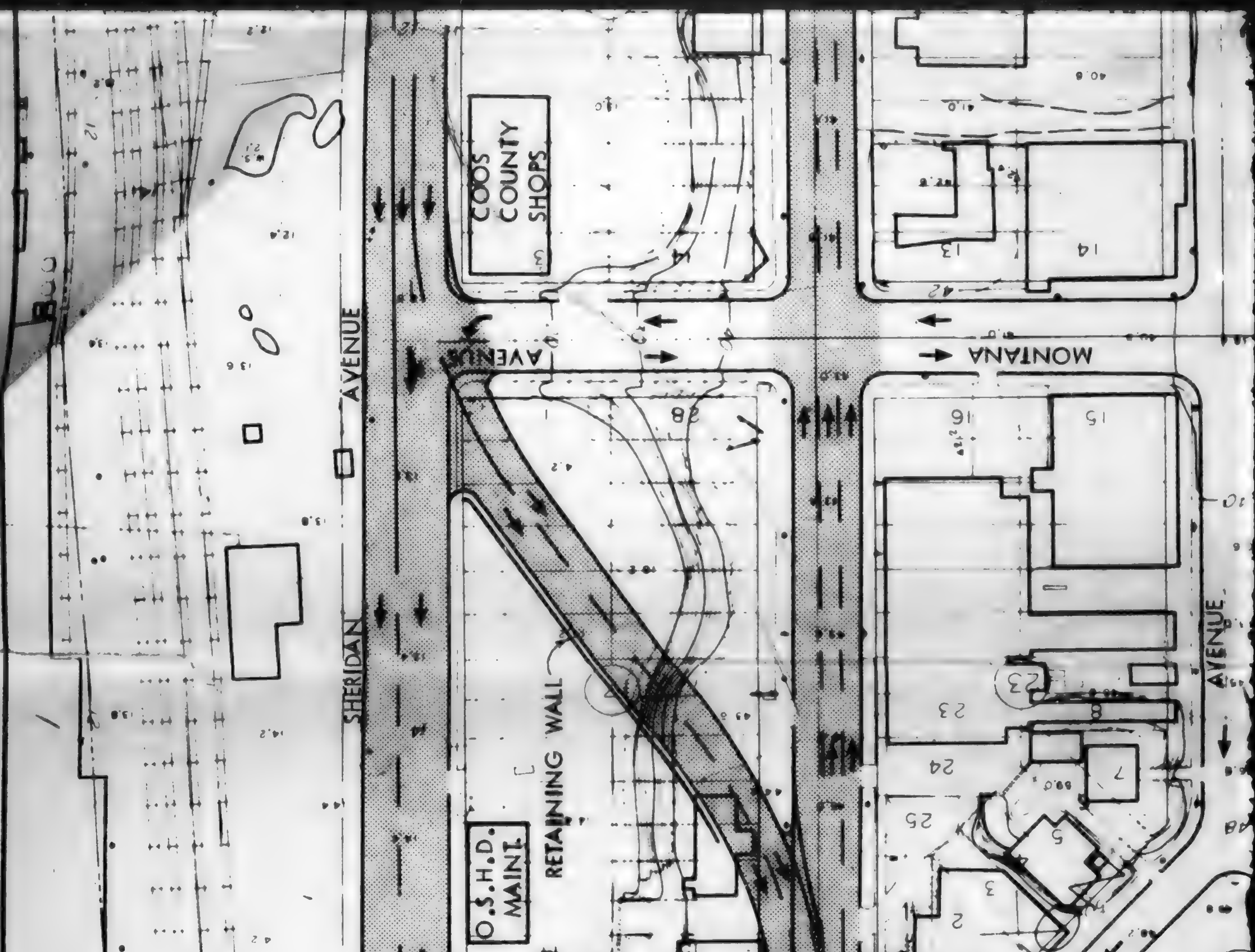
SHERIDAN AVENUE
COOS COUNTY SHOPS
MONTANA AVENUE
RETAINING WALL
O.S.H.D. MAINT.
FLORIDA AVENUE
UNION AVENUE
SOUTHERN PACIFIC CO
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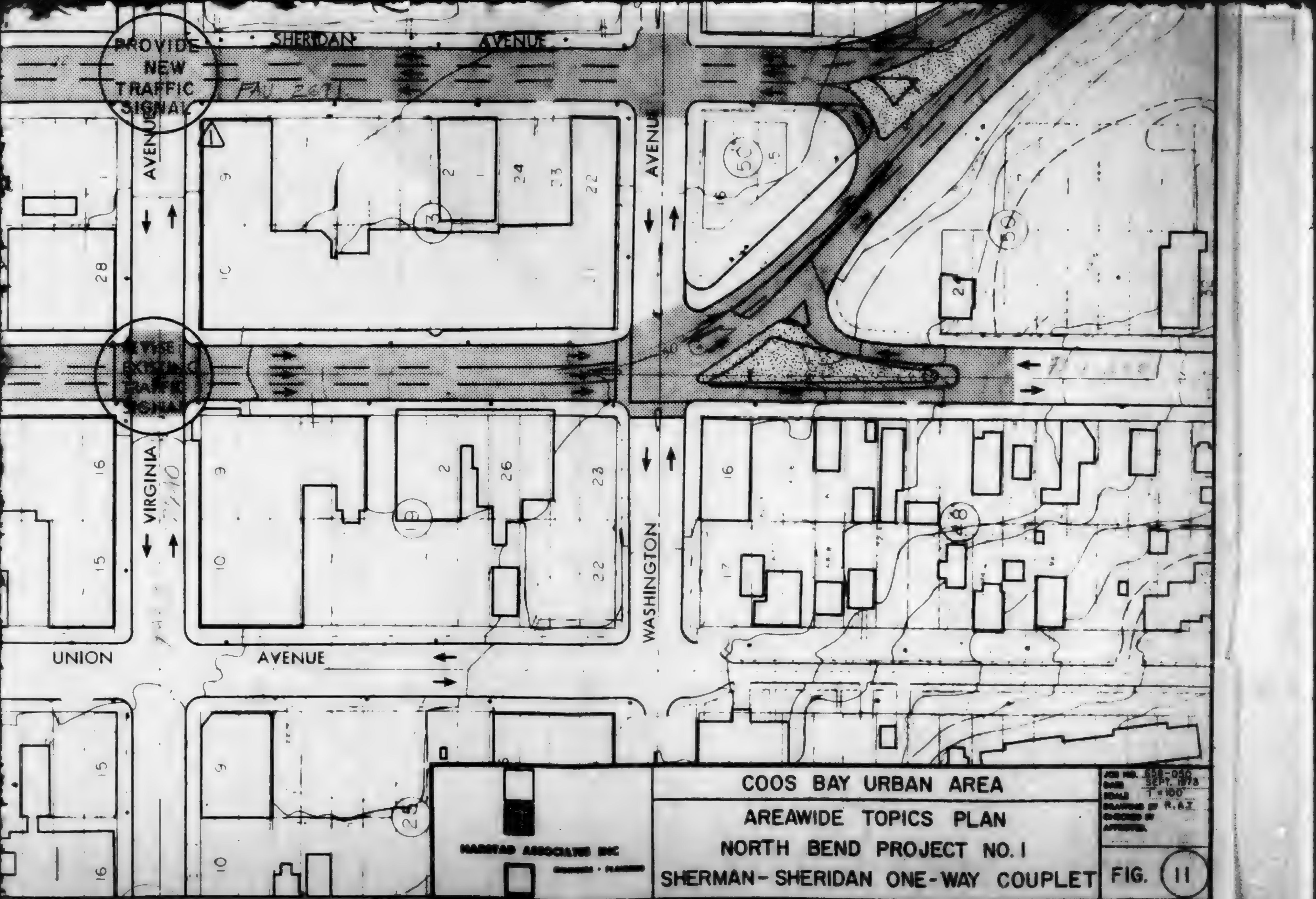
PROVIDE NEW TRAFFIC SIGNAL
REVISE EXISTING TRAFFIC SIGNAL
SHERIDAN AVENUE
FAU 2611
VIRGINIA AVENUE
WASHINGTON AVENUE
UNION AVENUE
28
16
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48
50
5
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**COOS BAY URBAN AREA**

**AREAWIDE TOPICS PLAN**

**NORTH BEND PROJECT NO. 1**

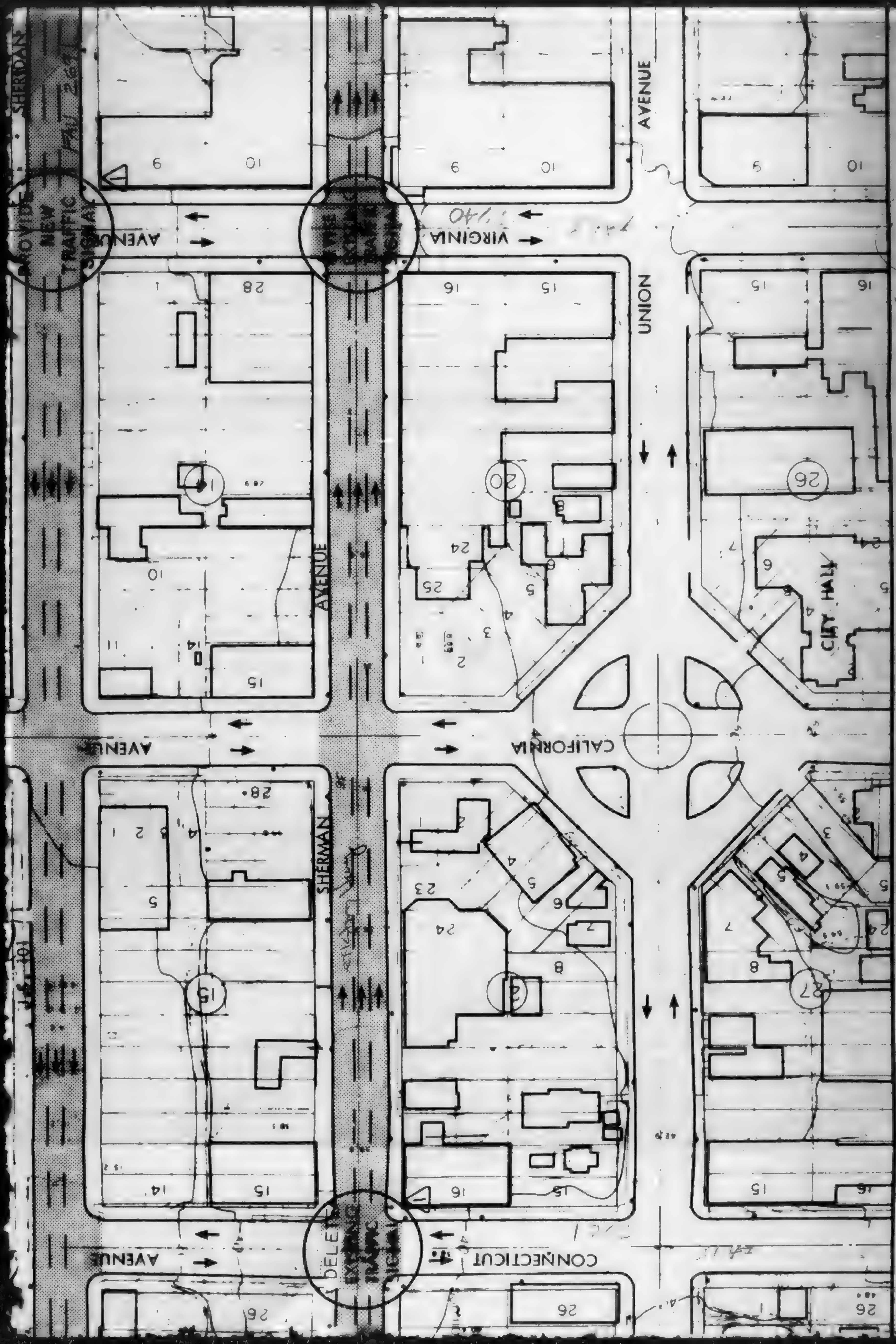
**SHERMAN - SHERIDAN ONE-WAY COUPLET**

HARSTAD ASSOCIATES INC

JOB NO. 658-050
DATE SEPT. 1973
SCALE 1" = 100'
DRAWN BY R.A.T.
CHECKED BY
APPROVED

FIG. 11

⚠1 10/9/74 NEW SIGNAL VIRGINIA & SHERIDAN, *DELETE SIGNAL CONN & SHERMAN*


SHERIDAN
AVENUE
PROVIDE NEW TRAFFIC SIGNAL
VIRGINIA
UNION
AVENUE
SHERMAN
AVENUE
CALIFORNIA
CITY HALL
CONNECTICUT
DELETE EXISTING TRAFFIC SIGNAL
U.S. 101
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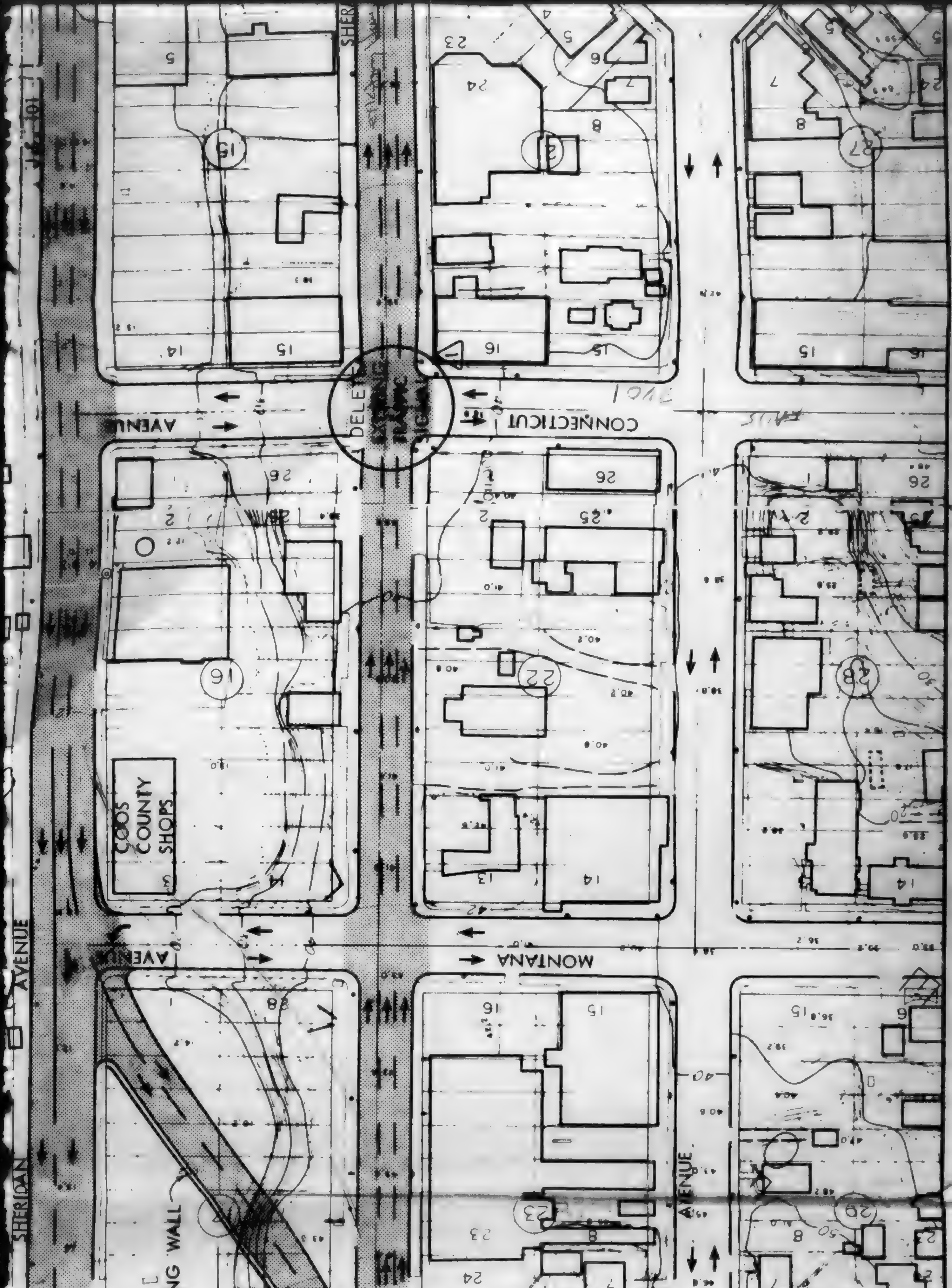
SHERIDAN AVENUE
CONNECTICUT AVENUE
MONTANA AVENUE
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DELETE
COOS COUNTY SHOPS
RETAINING WALL
O.S.H.D. MAINT.
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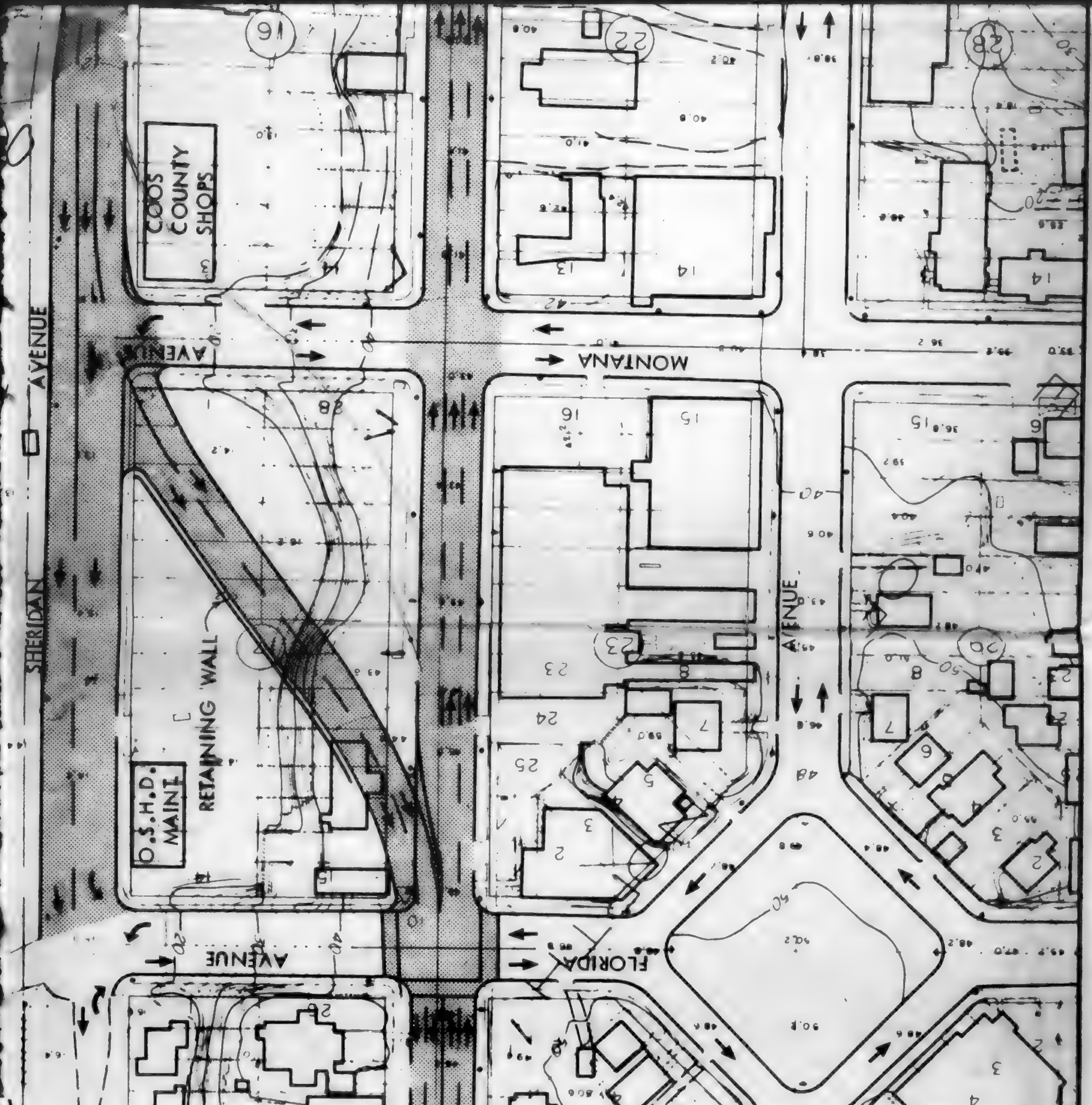

COOS COUNTY SHOPS
O.S.H.D. MAINT.
RETAINING WALL
SHERIDAN AVENUE
MONTANA AVENUE
FLORIDA AVENUE
UNION AVENUE
AVENUE
16
22
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26

9073

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

September 27, 1974

Mr. Al Roth
City Administrator
City of North Bend
North Bend, Oregon 97459

Dear Al:

As a follow-up to your recent letter concerning the Urban Area Highway System priority, we will back the City of North Bend on the development of a one-way grid on Highway 101 as the initial project to be undertaken with the 1973 Highway Act appropriation. While we agree that the apparent No. 1 priority is the completion of State Route 240, Glen Clark's recent assessment of its cost, $662,000, puts it beyond next year's reach. Let us know of ways in which we can assist you in your undertaking of the Sherman-Sheridan one-way couplet project through North Bend.

Cordially,

Dick

Richard L. Kahanek
City Manager

enc.

9073

N. Bend
G.C.

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 5, 1970

Mr. Arsaal Burnett
City Recorder
Box B
North Bend, Oregon 97459

Dear Mr. Burnett:

Re: Proposed Zone Change
Sherman Ave.-Sheridan Ave. (North Bend) Section
Oregon Coast Highway, Coos County

The Oregon State Highway Division has reviewed your notice of a public hearing to rezone from R-M to C-L, Lots 6 to 15 inclusive, Block 23, town of North Bend.

Since the proposal will have no effect upon highway projects in the area, we have no objections to the proposal.

Thank you for bringing this matter to our attention.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
OCT 6 - 1970
☐ ENGR. ☑ [illegible] ☑ [illegible] ☑ [illegible]
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

9073

N. Bend
3-14-67 Agree
④ proposed Couplet

NOTED
H. S. COX

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 16, 1970

Mr. John Isadore
City Manager
City of North Bend
City Hall
North Bend, Oregon 97459

RECEIVED
JUN 17 1970
ENGINEER
COUNTY & CITY DIVISION

Dear Mr. Isadore:

Reference is made to your visit to me today concerning highway projects in the city of North Bend. There were two projects in particular under discussion and I will handle them separately.

The first project was the proposed West City Limits of North Bend to Lewis Street Section of the Cape Arago Secondary Highway. As I advised you, we have now received design approval from the Bureau of Public Roads which allows us to proceed with writing property descriptions and immediately following up with the necessary appraisals and eventual purchases. We are actively preparing these descriptions and expect to have them completed in about two weeks. Our Right of Way Department informs me that they can begin their work soon after they receive the descriptions and that they would hope to complete the purchases by next summer. Contracting will follow as soon as sufficient funds are available.

Agree

The second project we discussed was the proposed couplet for US101 through North Bend. As you know, we have done considerable studying of the possibilities for this proposal. Your City Council recently determined that its first choice was for the northbound leg of the couplet to occupy a portion of Sheridan Avenue rather than using Union Avenue as had been proposed by the State Highway Division. We will continue to work on this problem to see if a suitable solution can be reached. However, even if a solution is found, I do not anticipate that the State Highway Division will be in a position to fund this proposal for some time.

File this
#4 Status

NOTED
[illegible]

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
H. S. Cox
D. J. Barbee
C. T. Keasey

FBK:srb

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
RICHARD BLADORN

9073

FORM E-30 50M 10-65

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

N. Bend
Downtown Couplet
via Sheridan + Sherman

Salem, Oregon 97310
March 20, 1969

SUBJECT:

To: Mr. H. S. Cox
County-City Engineer
BUILDING

file

Item No. 2 in your memo of March 3 concerning a meeting with North Bend officials contained a reference to the downtown couplet.

Possibly the best way to handle this is to just let it die without any further communication with the City. At any rate, that is exactly what I would like to do and I will leave it up to you to decide the proper course of action.

F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

NOTED
HAROLD REYNOLDSON

RECEIVED
MAR 20 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

9073

MEMO TO THE FILES:
March 3, 1969

Tuesday, February 25, 1969, I met with John Isadore, Donald Harpe and the North Bend Chief of Police in the City Hall at North Bend. Mgr. City Engr.

The first problem discussed was improvement of Cape Arago Highway #240 from Lewis Street to North Bend city limits. Mr. Isadore felt that this project should be priority #1. He further stated that the City has their share of money available and are ready to go. Two items are of primary #1 concern to the City - 1) City desires that the intersection of Newmark and Broadway be an intersection, and that the course presently being used be abandoned. Broadway, to the south of this intersection, and Newmark, to the east, have been improved by the City and it is their feeling that a signal controlled intersection is less hazardous than the present traffic scheme. 2) Southwestern Oregon Community College is situated just westerly of the North Bend city limits on Newmark (Cape Arago Highway), and they are most anxious to get a deceleration lane to their rear entrance (most easterly entrance). This deceleration lane would start within the North Bend city limits and reach full width at approximately the city limits. The college has plans drawn for this widening, and Mr. Isadore asked if he should advise them to submit such plans. I advised against this and suggested that we would contact them at the proper time. The City would like to be advised when this project might be constructed and the cost thereof.

#2 The downtown couplet was next under discussion. I did all possible to cool this one explaining that the Arago Highway project would likely be all we could handle financially. Another complication to the use of file this Union Avenue is the hospital. They are strongly opposed for use of Union Avenue as a couplet.

Mr. Isadore and Mr. Harpe then made their pitch on Simpson Wayside and the industrial road proposal. My contribution to this consisted mainly in listening. I did, however, venture that a $150,000 contribution C #3 seemed pretty steep (refer to correspondence). Their proposed typical section would consist of two 12' travel lanes with 4' shoulders. Their next proposal will probably be for State to build (or participate) that portion on State right of way.

The Police Chief commented on the effectiveness of the flashing light southerly of Washington Avenue (north-bound lane) and the sign advising #4 of signals ahead. He would like to see such a device and sign installed for the south-bound lane in the vicinity of Montana and Sherman. They feel that this is the most effective means of slowing the south-bound traffic.

NOTED
HAROLD
[illegible]

The remainder of the meeting was mainly gripes - such as delays in answering letters, etc. They contend that all cities are not treated equally, and indeed other cities have advised them to go directly to their legislators or the Highway Commission.

I advised the city officials that all the points that were discussed would be brought to the attention of top Highway Department personnel.

NOTED
[illegible] C. HOLMES

H. S. Cox
County and City Engineer

cc Forrest Cooper L.P. Shaw
R. L. Porter L.H. Young
F. B. Klaboe
C. T. Keasey D.J. Karbee

HSC:ab

NOTED
RICHARD UNREIN

NOTED
P. B. [illegible]

NOTED
DON HARWELL

9073

N. Bend, Hwy 9
Simpson Wayside

X-Ref: 3/14/67 Coop Const Agree
Lewis St.-70 C.L.
Cape Arago Hwy 240

X-ref: GC, Hwy 9 (Sherman Ave
Sherman Ave-Sheridan Ave
Complete

NOTED
H. S. COX

File

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 5, 1969

Mr. John F. Isadore
City Administrator
City Hall
North Bend, Oregon

RECEIVED
FEB 6 - 1969
ENGINEER
COUNTY & CITY DIVISION

Dear Mr. Isadore:

Thank you for your letter of January 30 concerning the problems in North Bend.

I am forwarding the entire file to Mr. Cox of our County and City Division. I am sure he will be in touch with you in due course of time.

SC
FBL
TE
LPS

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Lloyd Shaw (enc.)
Victor D. Wolfe
F. B. Crandall (enc.)
H. S. Cox (enc.)

NOTED
DON HARWELL

9073

CITY OF NORTH BEND
NORTH BEND, OREGON 97459

January 30, 1969

Oregon State Highway Department
Highway Building
Salem, Oregon

ATTENTION: Tom Edwards, Asst. State Highway Engineer

Gentlemen:

I am enclosing copies of correspondence with your department dating back to 1965 in regard to Simpson Wayside. The latest is your letter dated January 2, 1969 in regard to state participation in the intersections of an industrial street entering state highway 101 at that location.

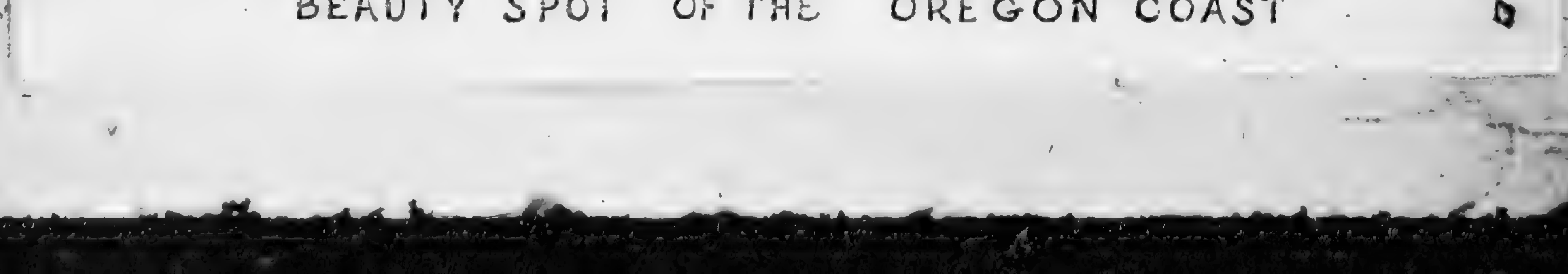
Due to the ever increasing volume of traffic on 101 and especially heavy traffic -- chip trucks, cement trucks, logging trucks, etc. that are using the south approach to the industrial park under McCullough Bridge and are forced to make left-hand movements coming from the north or going to the south, it appears that a critical safety factor could be eliminated if some attention by the State or further review could be given to the plan submitted by Mr. Harpe to your staff. Or, perhaps a discussion by your field personnel with the industrial users at this location could provide you with pertinent facts that would allow your reconsideration of our request for State participation in intersections which would eliminate all left turn movements at this point.

agree. OK

Needless to say, the City of North Bend has also indicated to your staff its interest in widening Cape Arago secondary from its present terminus as four-lane highway at Lewis Street within our City limits to our west City limits and have signed, approximately two years ago, an agreement to participate with the State on a 25-75% matching basis.

Transfer

In addition, Southwestern Oregon Community College is vitally interested in this project and willing to participate to some extent to relieve a growing congestion



BEAUTY SPOT OF THE OREGON COAST

file

problem at the westerly City limits.

The City Council, after lengthy Planning Commission meetings and Citizens Advisory meetings went on record favoring a one-way grid-- the Sheridan-Sherman route -- after your personnel surveyed a one-way grid system for Sherman Avenue; however, since our letter to your department concerning this choice, we have heard nothing further on this matter from your department.

Needless to say, due to the interval of time that has elapsed in each of these instances, I feel it would be beneficial both to your department and to representatives of the City if we could arrange a meeting at your convenience in the next several months to discuss these matters and go over them in detail with you.

$

I realize at this time, due to the more critical problems facing you and your department, that this meeting must necessarily be deferred until such time as it would be more feasible for you to meet with us.

Any consideration or suggestions you may have to offer in these matters will be sincerely appreciated.

Very truly yours,

John F. Isadore

John F. Isadore
City Administrator

JFI/k

cc: City Engineer
Mayor and City Council

RECEIVED
FEB 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

9673

N Bend
Proposed Couplet
Union- ~~Sherman~~
[illegible] Sherman- Sheridan

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
H. S. COX

May 15, 1968

RECEIVED
MAY 15 1968
ENGINEER
COUNTY & CITY DIVISION

Mr. John F. Isadore
City Administrator
City of North Bend
City Hall
North Bend, Oregon 97459

Dear Mr. Isadore:

In reference to your May 3 letter and related correspondence on the proposed alternate couplet plan within North Bend, you advise that a unanimous choice of all city officials was the Sheridan-Sherman Avenue proposal. Our preference was for the Union-Sherman Avenue proposal based on costs as well as characteristics of alignment, grades, et cetera.

$310,000+ : 3/68
$230,000 : 3/68

You also advised us that the City feels it is in no position to enter into the proposed project on a monetarily cooperative basis. As you know, the State is also in no position to proceed with this project (with or without your help) in the near future. Under the circumstances, I am deferring any further action on this project for the time being. We will keep it in our active file and bring it up again when our financial picture is clearer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
C. T. Keasey (w/enc.)

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Sherman Ave - Sheridan Ave Coupl
N-Bend.

**CITY OF NORTH BEND**
NORTH BEND, OREGON 97459

May 3, 1968

RECEIVED
MAY 6 - 1968
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Department
Salem
Oregon

**ATTENTION:** D. N. Harwell
Assistant Engineer, County and City Division

Gentlemen:

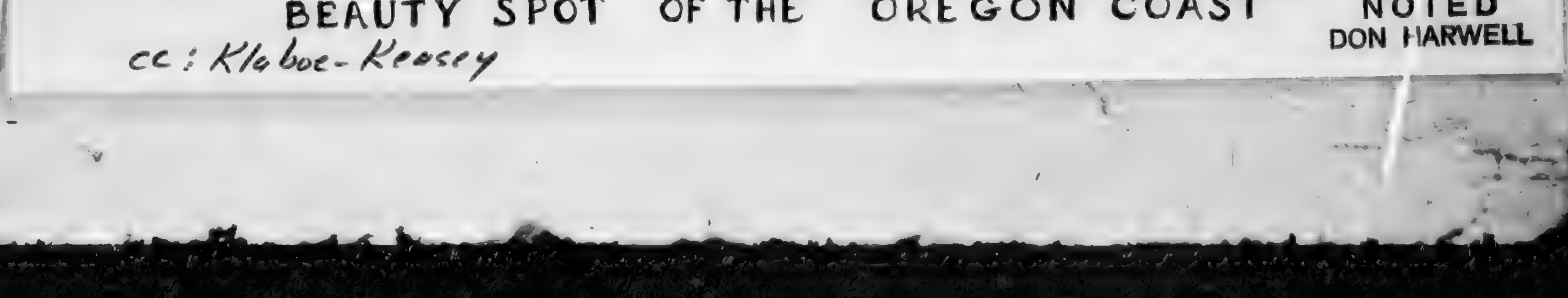
I refer to your letter of April 11 and the visit by representatives of your organization on Monday, April 8 regarding an alternate couplet proposal within the city limits of North Bend.

As you requested, the Council and other interested parties met and discussed these proposals and advise of the City's decision in this regard.

Please be advised last evening the Citizens Advisory Committee, Planning Commission, City Council and City staff met in joint session with numerous other interested property owners to discuss the proposals as outlined in your letter and drawing. It was the unanimous opinion of all present that the only acceptable solution was the Sheridan-Sherman proposal.

One possibility came up that was never discussed before, to my knowledge, and that was the possibility of widening Sheridan to its full width, which is an 80 foot right-of-way to accommodate a heavier traffic load. If it is possible, we would appreciate your investigation of this proposal and your reply.

I have been instructed by the City Council also to inform you that they are unanimous in their feeling that this project should not be a City-shared project, but rather a project completely borne by the state as has been done in several instances in other cities



RECEIVED
ENGINEER
COUNTY & CITY DIVISION

BEAUTY SPOT OF THE OREGON COAST

NOTED
DON HARWELL

cc: Klaboe - Keasey

recently. Their feeling is that Sherman Avenue was a dedicated City street and was taken over by the State Division of Highways as Highway 101 without cost to the state. Since that time, we have shared in the cost of signalization at each intersection within our City, the widening of Broadway, and various other City-State projects. This proposal is primarily for the benefit of the State Highway and will undoubtedly work a hardship upon many property owners without the additional burden of the 25% cost factor.

It appears to the Council that, at best, this is a stop-gap measure until a permanent relocation of Highway 101 is made at sometime in the future by the State Division of Highways.

I trust this is the information which you seek; however, if you have further questions in regard to this matter, please feel free to contact this department.

Sincerely,

John F. Isadore
John F. Isadore
City Administrator

JFI/k

North Bend
Proposed Couplet

NOTED
H. S. COX

April 11, 1968

Mr. John Isadore
City Administrator
City Hall
North Bend, Oregon 97459

Dear Sir:

Pursuant to our discussion of Monday, April 8, with various North Bend city officials and others, you requested a copy of the map regarding our alternate couplet proposal, utilizing either Union and Sherman Avenues or Sheridan and Sherman Avenues within the City of North Bend.

It is our understanding that the City will discuss this matter and reply in writing as to the most desirable route from City's standpoint.

We wish to emphasize that the proposed project is being considered as a cooperative project with costs to be borne on the basis of 25% by City and 75% by State; and it is apparent construction would be some two to five years hence, based on availability of funds, possible public hearing, acquisition of right-of-way, etc.

The tentative estimate of cost for the Union-Sherman Avenues proposal is approximately $230,000 to $240,000; the alternate Sheridan-Sherman Avenues proposal is estimated to cost approximately $315,000 to $325,000.

We trust this data will suffice for your needs and await your decision and reply. Please feel free to contact us if any questions arise.

Very truly yours,

Forrest Cooper
State Highway Engineer

D. N. Harwell /pd.

By: D. N. Harwell, Assistant Engineer
County and City Division

NOTED
P. B. [illegible]

bc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor Wolfe
F. D. Morgan
C. T. Kessey

DNH:mm
Encl. Map

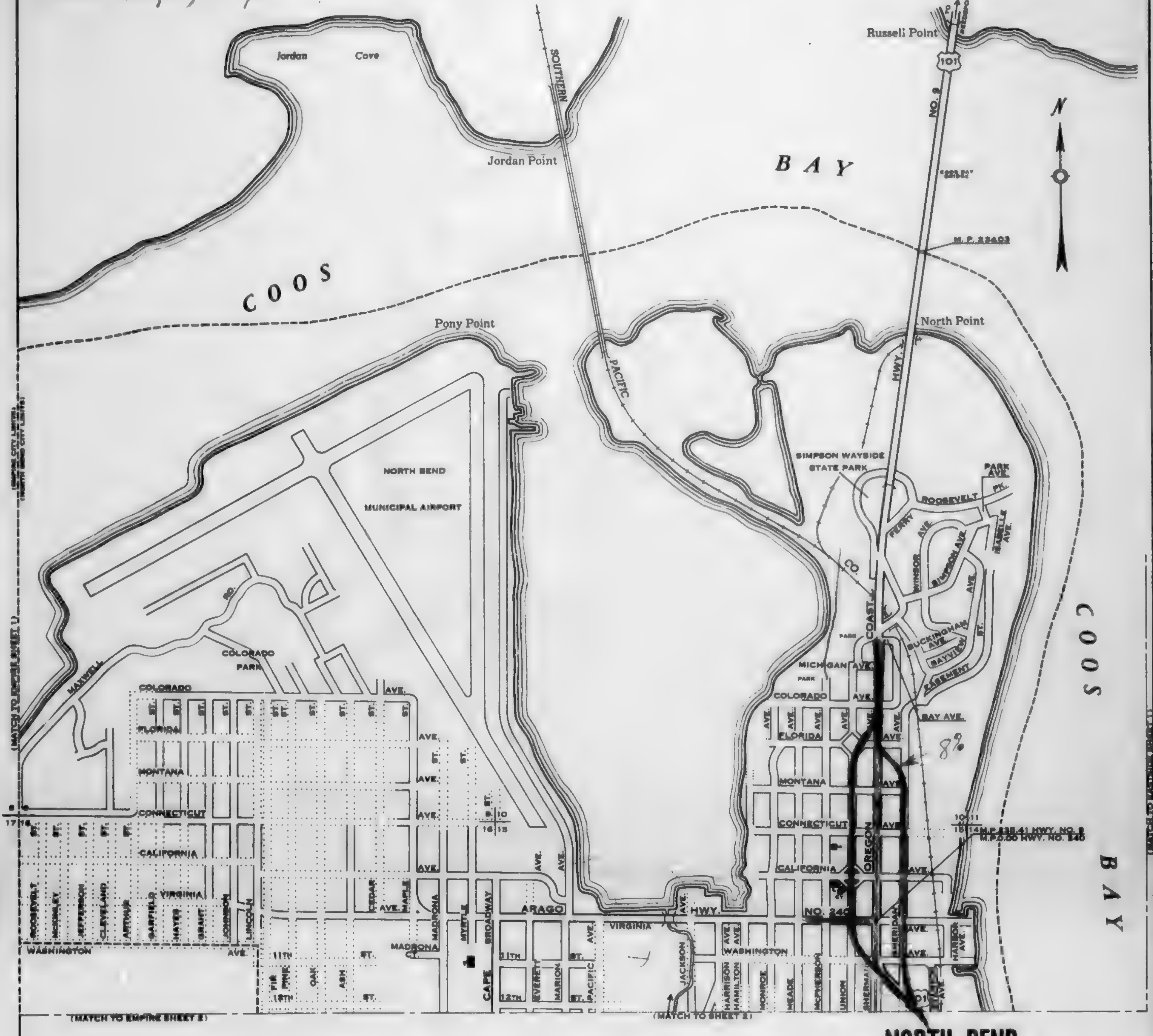
NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MILNOR C. HOLMES

NOTED
HOWARD UNREIN

John Isadore, Mngr 756-6311
~~Ray Goebel, Engr.~~
Donald Harpe, Engr


Jordan Cove
Jordan Point
SOUTHERN PACIFIC
Russell Point
101
NO. 9
N
BAY
COOS
COOS BAY BRIDGE
M.P. 234.03
Pony Point
North Point
NORTH BEND MUNICIPAL AIRPORT
SIMPSON WAYSIDE STATE PARK
PARK AVE.
ROOSEVELT
PERRY AVE.
WINDSOR
SIMPSON AVE.
ISABELLE AVE.
COAST
HWY.
BUCKINGHAM AVE.
BAYVIEW
BAY AVE.
COOS
BAY
MICHIGAN AVE.
COLORADO
FLORIDA
MONTANA
CONNECTICUT
CALIFORNIA
OREGON
8%
M.P. 235.41 HWY. NO. 9
M.P. 0.00 HWY. NO. 240
COLORADO PARK
MAXWELL
ARAGO HWY. NO. 240
VIRGINIA
WASHINGTON
JACKSON
HARRISON AVE.
HAMILTON AVE.
MONROE
MEADE
McPHERSON
UNION
SHERMAN
SHERIDAN
HARBOR AVE.
11TH ST.
12TH ST.
MADRONA
MYRTLE
BROADWAY
CAPE
EVERETT
MARION
PACIFIC
CEDAR
MAPLE
FIR
PINE
OAK
ASH
ROOSEVELT
McKINLEY
JEFFERSON
CLEVELAND
ARTHUR
GARFIELD
HAYES
GRANT
JOHNSON
LINCOLN
EMPIRE
(MATCH TO EMPIRE SHEET 1)
(MATCH TO EMPIRE SHEET 2)
(MATCH TO SHEET 2)
(EMPIRE CITY LIMITS)
(NORTH BEND CITY LIMITS)

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits.

# NORTH BEND

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 7,733

Scale in Feet

Revised October 1964

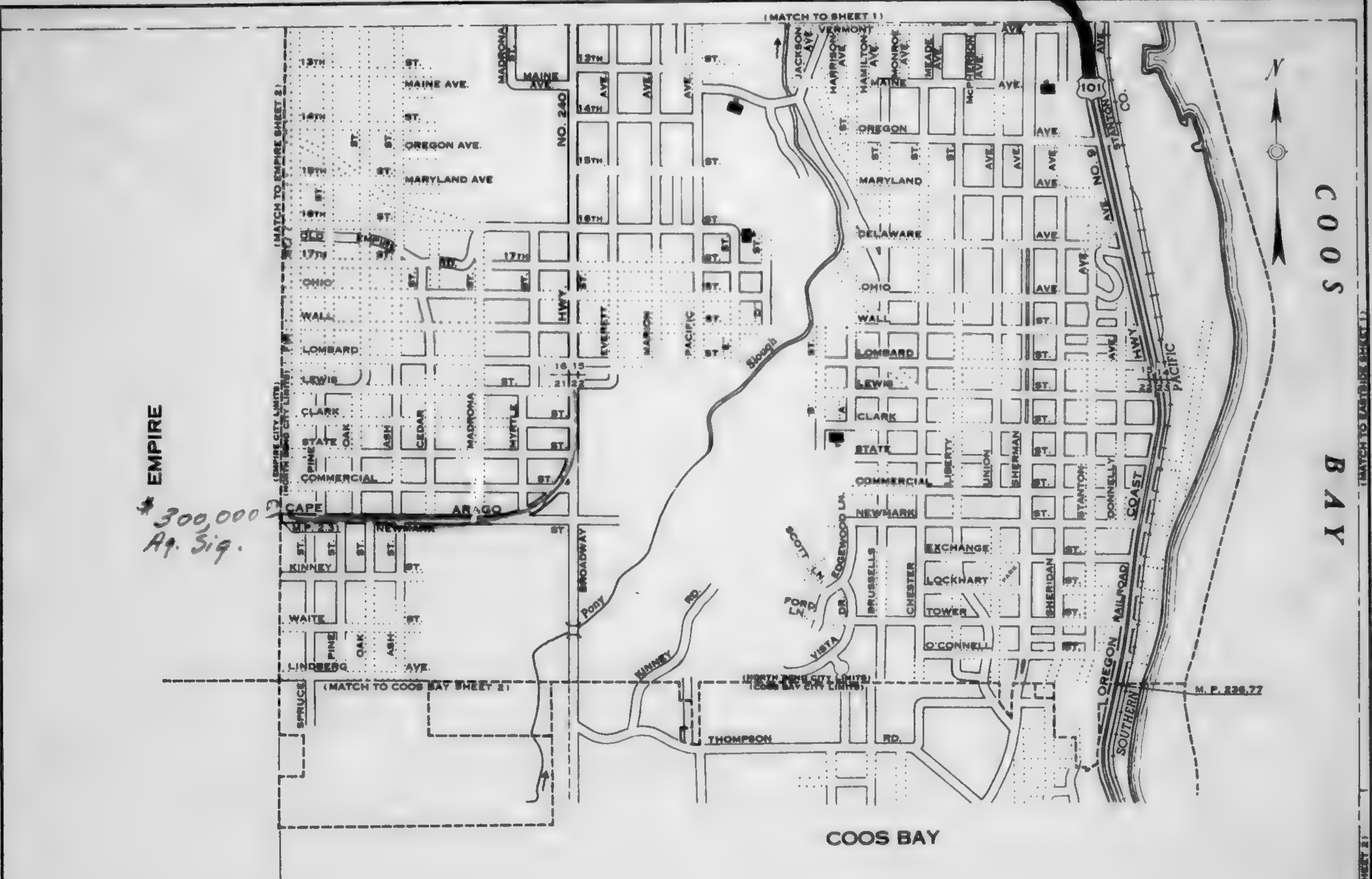
SHEET ARRANGEMENT

SHEET 1 OF 2 SHEETS

Thousands

▬ 315 - 325 Sherman - Sheridan (East)
▨ 235 - 240 Sherman - Union (west)
2 - 5yrs hence for const./maint. funds

April 68


(MATCH TO SHEET 1)
EMPIRE
COOS BAY
COOS BAY
N
(MATCH TO EMPIRE SHEET 2)
(MATCH TO COOS BAY SHEET 2)
(MATCH TO EASTSIDE SHEET 1)
(MATCH TO EASTSIDE SHEET 2)
(NORTH BEND CITY LIMITS)
(COOS BAY CITY LIMITS)
(EMPIRE CITY LIMITS)
(NORTH BEND CITY LIMITS)
M.P. 236.77
M.P. 2.31
101
NO. 9
NO. 240
13TH
14TH
15TH
16TH
17TH
MAINE AVE.
OREGON AVE.
MARYLAND AVE
OHIO
WALL
LOMBARD
LEWIS
CLARK
STATE
COMMERCIAL
CAPE
ARAGO
HWY.
NEWMARK
KINNEY
WAITE
LINDBERG
SPRUCE
PINE
OAK
ASH
CEDAR
MADRONA
MYRTLE
BROADWAY
EVERETT
MARION
PACIFIC
Pony
Slough
KINNEY RD.
THOMPSON RD.
JACKSON
VERMONT
HARRISON
HAMILTON
MONROE
MEADE
McPHERSON
MAINE
OREGON
MARYLAND
DELAWARE
SCOTT LN.
FORD LN.
EDGEWOOD LN.
VISTA DR.
BRUSSELLS
CHESTER
LIBERTY
UNION
SHERMAN
SHERIDAN
STANTON
CONNELLY
EXCHANGE
LOCKHART
TOWER
O'CONNELL
COAST HWY.
OREGON
SOUTHERN PACIFIC RAILROAD
STANTON CO.

$300,000
Ap. Sig.

**SIGNED ROUTES**

INTERSTATE
U.S.
ORE

**LEGEND**

Post Office
School
R R Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits

# NORTH BEND

## COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 7,733

Scale in Feet

400 0 400 800

Revised October 1964

SHEET ARRANGEMENT
1
2

SHEET 2 OF 2 SHEETS

9073

# OREGON STATE HIGHWAY DEPARTMENT
# QUANTITY SUMMARY & COST ESTIMATE

Sheet 3 of 3 Sheets

Section Sherman Ave.-Union Ave. (Complete) Unit
Highway Oregon Coast County Coos Prefix 6-1463
Length .74 mi. Designer Roberts Draftsman Date 3.29'68
Signed Title

PRELIMINARY COPY
SUBJECT TO CHANGE

| | | |
|---|---|---|
| Grading & Drainage | | $ 11,284 – |
| Surfacing | | $ 72,633 – |
| Extra Work | | |
| Traffic Signals | $ 10,000 – | |
| Signing | 2,500 – | |
| Seeding & Mulching | 425 – | |
| Flagging | 5,000 – | |
| Striping | 500 – | |
| Utilities, Water | 6,500 – | |
| Total Extra Work | | $ 24,925 – |
| TOTAL | | $ 113,842 – |
| + 20% Engineering and Contingencies | | $ 22,768 – |
| | | 136 610 |
| Structures | | |
| | $ | |
| Total Structures | | $ — |
| Right of Way | | $ 92,100 – |
| Total Estimated Cost | | $ 228,710 – |

230,000 up

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Sherman Ave. – Virginia Ave (complete) Unit
Highway Oregon Coast County Coos Prefix 6-1465
Length .74 mi. Designer Roberts Draftsman Date 3.29'68

Grading and Surfacing Items

| Item | Unit | Net | 10% Allow | Gross | Price | Amount |
|---|---|---|---|---|---|---|
| Clearing & Grubbing | All | — | | | | 500 — |
| Trench Exc. | Cu. Yd. | 53 | 7 | 60 | 3.50 | 210 — |
| General Exc. | Cu. Yd. | 2,680 | 270 | 2950 | 1.75 | 5,163 — |
| Overhaul | C-Yd. Sta | 118 | 12 | 130 | 0.40 | 52 — |
| Finish. Rdbed & Slopes | Mile | .38 | — | .38 | 1200.00 | 456 — |
| Rounding Cutbanks | Lin. Ft. | 150 | 15 | 165 | 0.25 | 41 — |
| Prep. of Old Rdbed | Mile | .40 | — | .40 | 250.00 | 100 — |
| Watering | M-Gal. | 90 | 10 | 100 | 3.50 | 350 — |
| 12" Conc. Sew. Pipe | Lin. Ft. | 217 | 23 | 240 | 3.75 | 900 — |
| Extra for pipe under Pvmt. | Lin. Ft. | 178 | 17 | 195 | 3.50 | 683 — |
| Type 'A' Manhole | Each | | 1 | 2 | 300.00 | 600 — |
| Type G-1 Inlets | Each | | 1 | 9 | 130.00 | 1,170 — |
| Adjust Manholes | Each | 8 | 1 | 9 | 75.00 | 675 — |
| Remove Conc. Islands | Sq. Yd. | 260 | 26 | 286 | 1.00 | 286 — |
| s Type 'C' Conc. Curbs | Cu. Yd. | 115 | 15 | 130 | 50.00 | 6,500 — |
| s Conc. Walks | Sq. Yd. | 378 | 37 | 415 | 4.00 | 1,660 — |
| Removal of Conc. Drives | Sq. Yd. | 119 | 11 | 130 | 0.75 | 98 — |
| s Conc. Driveways | Sq. Yd. | 139 | 14 | 153 | 4.75 | 727 — |
| s Coarse Matl. in Base | Ton | 3380 | 340 | 3720 | 4.50 | 16,740 — |
| s Plant Mix Bit. Base | Ton | 689 | 69 | 758 | 9.25 | 7012 — |
| s Asph. in Plant Mix | Ton | 31 | 3 | 34 | 37.00 | 1,258 — |
| s Class 'B' A.C. | Ton | 3320 | 332 | 3652 | 9.50 | 34,694 — |
| s Asph. in A.C. | Ton | 184 | 18 | 202 | 37.00 | 7,474 — |
| s Tack Coat | Ton | 3 | 1 | 4 | 75.00 | 300 — |
| | | | | | | |

PRELIMINARY COPY
SUBJECT TO CHANGE

Total 87,649 —

OI GON STATE HIGHWAY DEPARTM T
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

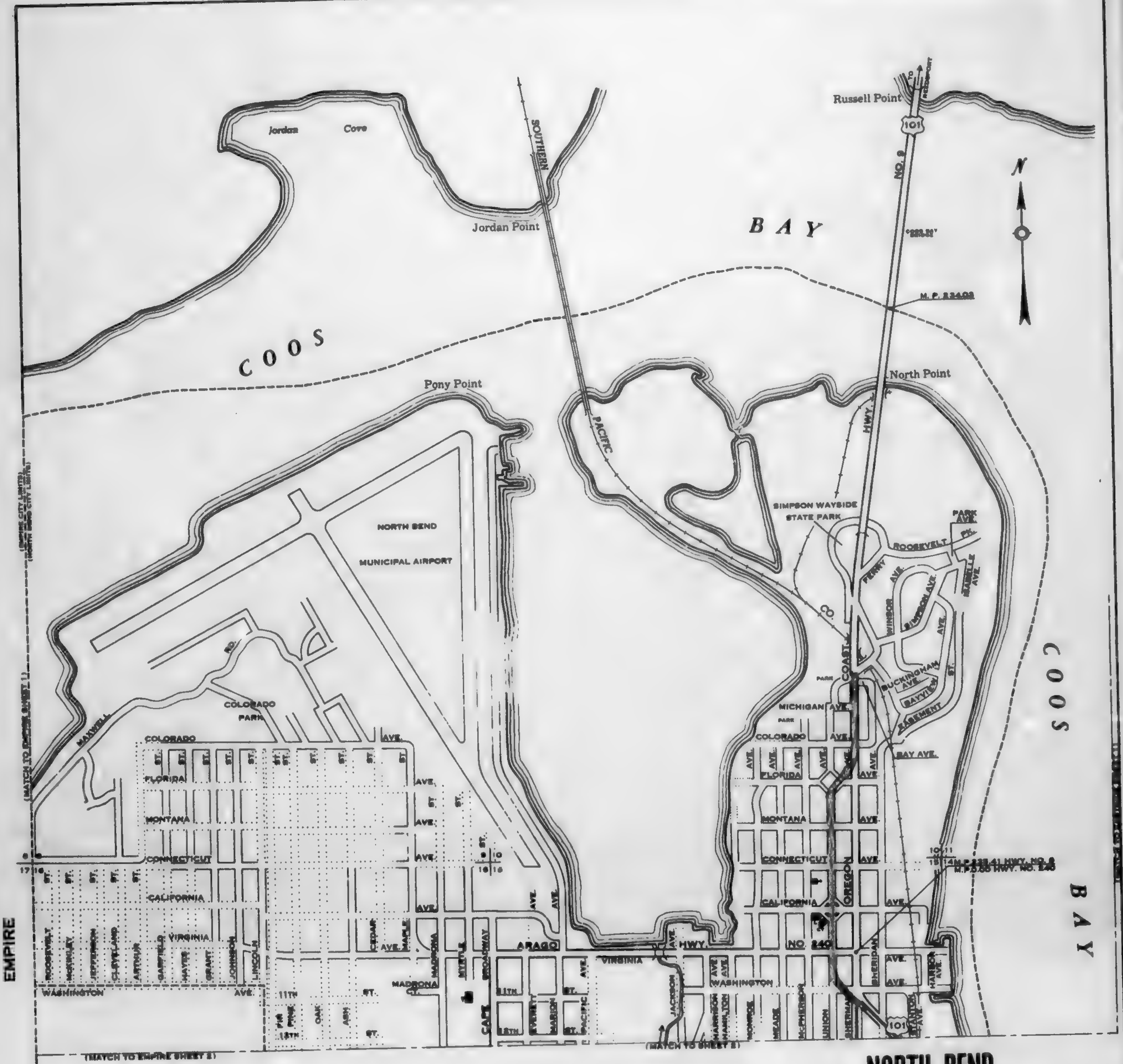
Section Sherman Ave. - Union Ave (Complete) Unit
Highway Oregon Coast County Coos Prefix 6-1465
Length .74 mi. Designer Roberts Draftsman Date 3.29.'68

Grading and Surfacing Items

| Item | Unit | Net | 10% Allow | Gross | Price | Amount |
|---|---|---|---|---|---|---|
| s Aggr. in Prime Coat | Cu. Yd. | 33 | 3 | 36 | $6^{00}$ | 216 — |
| s Asph. in Prime Coat | Ton | 6 | 1 | 7 | $60^{00}$ | 420 — |
| s Extra for A.C. Traffic Markers | Lin. ft. | 420 | 42 | 462 | $1^{00}$ | 462 — |
| s Guide Posts Y-2 | Each | 18 | 2 | 20 | $8^{50}$ | 170 — |

PRELIMINARY COPY
SUBJECT TO CHANGE

Total 88,917 —


Jordan Cove
Jordan Point
Russell Point
SOUTHERN PACIFIC
101
NO. 9
N
BAY
M. P. 234.05
COOS
Pony Point
North Point
COOS
BAY
NORTH BEND MUNICIPAL AIRPORT
SIMPSON WAYSIDE STATE PARK
PARK AVE.
ROOSEVELT PK.
FERRY AVE.
WINDSOR AVE.
SIMPSON AVE.
ISABELLE AVE.
BUCKINGHAM AVE.
BAYVIEW ST.
EASEMENT
COAST HWY.
MICHIGAN AVE.
COLORADO AVE.
COLORADO PARK
BAY AVE.
FLORIDA AVE.
MONTANA AVE.
CONNECTICUT AVE.
CALIFORNIA AVE.
VIRGINIA AVE.
WASHINGTON AVE.
MAXWELL RD.
OREGON
ARAGO HWY. NO. 240
M.P. 235.41 HWY. NO. 9
M.P. 0.00 HWY. NO. 240
EMPIRE
(MATCH TO EMPIRE SHEET 1)
(EMPIRE CITY LIMITS)
(NORTH BEND CITY LIMITS)
ROOSEVELT
MCKINLEY
JEFFERSON
CLEVELAND
ARTHUR
GARFIELD
HAYES
GRANT
LINCOLN
CEDAR
MAPLE
MADRONA
MADRONA CT.
MYRTLE
BROADWAY
CAPE
11TH ST.
12TH ST.
FIR
PINE
OAK
ASH
EVERETT
MARION
PACIFIC
JACKSON
HARRISON AVE.
HAMILTON AVE.
MONROE
MEADE
MCPHERSON
UNION
SHERMAN
SHERIDAN AVE.
STANTON AVE.
HARBOR AVE.
(MATCH TO EMPIRE SHEET 2)
(MATCH TO SHEET 2)

**SIGNED ROUTES**

INTERSTATE 0

U.S. 00

ORE. 00

**LEGEND**

Post Office

School

R R Depot

Public Bldg.

CY – City Hall

CT – Court House

A – Armory

L – Library

Street open for travel

Street dedicated but not open

City Limits

# NORTH BEND

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 7,733

Scale in Feet

Revised October 1964

SHEET ARRANGEMENT
1
2

**PRELIMINARY COPY**
**SUBJECT TO CHANGE**

SHEET 1 OF 2 SHEETS

Sherman – Union (complete)

9073

1-12-68

Jan 68

# North Bend

## DIVISION OFFICE SUPPLEMENTAL REPORT

This project is submitted with four alternates. Description, discussion, and recommendation are included in the attached letter by Carl Williams. A safety improvement inventory report on Virginia Avenue between Sherman and Meade Avenues by Glen Clark is resubmitted. (Report attached).

FORM E-30 50M 10-63

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 12, 1968

**SUBJECT:** Sheridan-Sherman Couplet
North Bend
Oregon Coast Highway

**To:** Mr. F. D. Morgan
Construction Engineer
SALEM

Division is submitting the location data covering the subject couplet. By your direction, Division also submits a proposed alternate; i.e. a Sherman Avenue-Union Avenue Couplet.

With this letter I wish to discuss two other alternate plans also studied.

1. Sherman Avenue Overlay

The existing route of US 101 is Sherman Avenue, 52 feet wide with parking on both sides. The accident count is high because of the substandard lanes and substandard parking area.

Proposal: Remove all parking from the street and overlay. This would permit a half width of 1 ft. median, 12 ft. inside lane, and 13 ft. outside lane.

Estimated Cost: $24,000

2. Sherman Avenue-Widening and Overlay

The street would be widened to 64 ft. The half width would have 1 ft. median, 11 ft. inside lane, and 12 ft. outside lane and 8 ft. parking area.

Estimated Cost: $80,200

3. Sherman-Sheridan Couplet

See location data.

| | | |
|---|---|---|
| Estimated Construction Cost | $130,819 | const $ 180,000 - |
| Estimated Right of Way Cost | 130,353 | RW 130,000 + |
| TOTAL | $261,172 | 320,000 310,200 mar-68 |

4. Sherman-Union Couplet

See Location Data plus aerial photo.

| | |
|---|---|
| Estimated Construction Cost | $103,488 |
| Estimated Right of Way Cost | 92,115✓ |
| TOTAL | $195,603 |

235,000

138,000± Const
92,000+ R/W
230,000
Mar-68

Virginia Street is perpendicular to this couplet and is used as a two-way street carrying the Cape Arago Highway. The accident problems are similar on Virginia Street with parking on both sides and substandard pavement widths. Division proposes a couplet for the Cape Arago Highway. This would utilize Virginia (eastbound) and California Street (westbound). This couplet would begin at Sherman and end at Monroe at the present. The North Bend City Administration indicated a future development that would fill Pony Slough to the west. When this was accomplished, it would be possible to extend the Cape Arago Couplet to Broadway Avenue.

If we incorporated the California-Virginia Couplet with the Sheridan-Union Couplet, the additional present cost for sidewalks, signals and curbs would be $20,797. Total cost - $216,400.

DISCUSSION:

Alternate No. 1 is attractive from a through traffic standpoint and would be adequate for years to come. I am sure North Bend merchants would not and could not develop enough off-street parking to compensate for the street parking.

Division does not recommend Alternate No. 1.

Alternate No. 2: The 8 ft. parking is substandard as well as the 11 ft. interior lane. To widen any further would narrow the sidewalk below reasonable width.

Division does not recommend Alternate No. 2.

Alternate No. 3: The Sheridan-Sherman Couplet would require a sharp vertical rise for northbound traffic, especially trucks. Sheridan is presently developed as waterfront property with light industry and similar development.

Division does not recommend Alternate 3 because of cost factor and undesirable vertical alignment.

Alternate No. 4: The Sherman-Union Couplet has good grade characteristics. It passes through a commercial part of downtown North Bend. It can be incorporated easily into a four-way couplet system. It would help revitalize a dying downtown area and still accommodate through traffic adequately. There would be three lanes of traffic in each direction instead of two.

Division recommends Alternate No. 4. Division further recommends that the California-Virginia Couplet for the Cape Arago Highway also be included in the project.

CARL M. WILLIAMS
Assistant Division Engineer

CMW/cw

# COST ESTIMATE

## Alternate No. 4
## Sherman-Union Couplet
## (including California-Virginia Couplet)

| | |
|---|---|
| Construction Costs (see Locating Engineer's Cost Estimate) | $103,488 |
| Right of Way Costs " " " " " | 92,115 |

Cost of additional details including incorporation of California-Virginia Couplet as per design shown on aerial photo

| | |
|---|---|
| Traffic Signals * (extra above $10,000 already estimated) | 9,000 |
| Remove existing pavement, 2,750 sq. yds. at $1.00 | 2,750 |
| Construct Type "C" Curb, 100 cu. yds. at $50.00 | 5,000 |
| Construct Concrete Walks, 675 sq. yds. at $4.00 | 2,700 |
| Furnish and place topsoil, 475 cu.yds. at $2.30 | 1,092 |
| Seeding and mulching, 0.3 acre at $850.00 | 255 |
| TOTAL | $216,400 |

* Traffic Signal Cost Breakdown:

| | |
|---|---|
| Intersection of Union-California Streets | $6,500 |
| Intersection of Union-Virginia Streets | 6,500 |
| Sherman-Union Connection | 6,000 |
| | $19,000 |

9073

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 3 of 3 Sheets

Section Sherman Ave. - Sheridan Ave. (complete) Unit
Highway Oregon Coast County Coos Prefix 6-1465
Length .78 Designer Roberts Draftsman Date 3-29-'68
Signed Title

| | | |
|---|---|---|
| **Grading & Drainage** | | $ 27,792 — |
| **Surfacing** | | $ 108,179 — |
| **Extra Work** | | |
| Seeding & Mulching | $ 350 — | |
| Salvage Signs | 500 — | |
| Signing | 2,500 — | |
| 8' Flagging | 5,000 — | |
| Striping | 500 — | |
| Utilities, water | 5,000 — | |
| **Total Extra Work** | | $ 13,850 — |
| **TOTAL** | | $ 149,821 — |
| **+ 20% Engineering and Contingencies** | | $ 29,964 — |
| **Structures** | | |
| | $ | |
| **Total Structures** | | $ |
| **Right of Way** | | $ 130,400 — |
| **Total Estimated Cost** | | $ 310,185 — |

PRELIMINARY COPY
SUBJECT TO CHANGE

315,000

OR ON STATE HIGHWAY DEPARTME

QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 3 Sheets

Section Sherman Ave. - Sheridan Ave. (Couplet) Unit

Highway Oregon Coast County Coos Prefix 6-1465

Length .78 mi. Designer Roberts Draftsman Date 3.29.68

Grading and Surfacing Items

| Item | Unit | Net | 10% Allow | Gross | Price | Amount |
|---|---|---|---|---|---|---|
| Clearing & Grubbing | All | | | | | 1,500 — |
| Trench Exc. | Cu.Yd. | 124 | 12 | 136 | 3.50 | 476 — |
| General Exc. | Cu.Yd. | 7,817 | 783 | 8600 | 1.50 | 12,900 — |
| Overhaul | C.Yd.Sta. | 657 | 63 | 720 | .40 | 288 — |
| Remove Conc. Island | Sq.Yd. | 96 | 9 | 105 | 1.00 | 105 — |
| Finishing Rdbed & Slopes | Mile | .48 | — | .48 | 1200 — | 576 — |
| Watering | M-Gal | 113 | 11 | 124 | 3.50 | 434 — |
| Pavement Removal | Sq.Yd. | 4,888 | 492 | 5,380 | .75 | 4,035 — |
| Extra for pipe under Pavmt. | Lin.Ft. | 230 | 23 | 253 | 3.50 | 886 — |
| 12" Conc. Sewer Pipe | Lin.Ft. | 540 | 54 | 594 | 3.75 | 2,228 — |
| Type G-1 Inlets | Each | 11 | 1 | 12 | 130 — | 1,560 — |
| Type 'B' Manhole | Each | [illegible] | 1 | 2 | 375 — | 750 — |
| Reconstruct Manhole | Each | 3 | 1 | 4 | 150 — | 600 — |
| Adjust Special Manhole | Each | 1 | — | 1 | 150 — | 150 — |
| Adjust Manholes | Each | 6 | 1 | 7 | 75 — | 525 — |
| s Conc. Crushed Base Rock | Ton | 6076 | 61 | 6,137 | 4.50 | 27,617 — |
| s Plant Mix Bit. Base | Ton | 1177 | 118 | 1,295 | 9.25 | 11,979 — |
| s Asph. in Plant Mix | Ton | 55 | 6 | 61 | 37 — | 2,257 — |
| s Class 'B' A.C. | Ton | 3566 | 357 | 3,923 | 9.50 | 37,269 — |
| s Asph. in A.C. | Ton | 198 | 20 | 218 | 37 — | 8,066 — |
| s Tack. Coat | Ton | 3 | 1 | 4 | 75 — | 300 — |
| s Prep. of Old Rdbed | Mile | .30 | — | .30 | 250 — | 75 — |
| Removal of Conc. Drives | Sq.Yd. | 155 | 15 | 170 | .75 | 128 — |
| s Conc. Driveways | Sq.Yd. | 155 | 15 | 170 | 4.75 | 808 — |
| s Type 'A' Conc. Curb. | Cu.Yd. | 224 | 22 | 246 | 60 — | 14,760 — |

Total 130,272 —

PRELIMINARY COPY
SUBJECT TO CHANGE

OR ON STATE HIGHWAY DEPARTME

QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

Section Sherman Ave. - Sheridan Ave. (complete) Unit

Highway Oregon Coast County Coos Prefix 6-1465

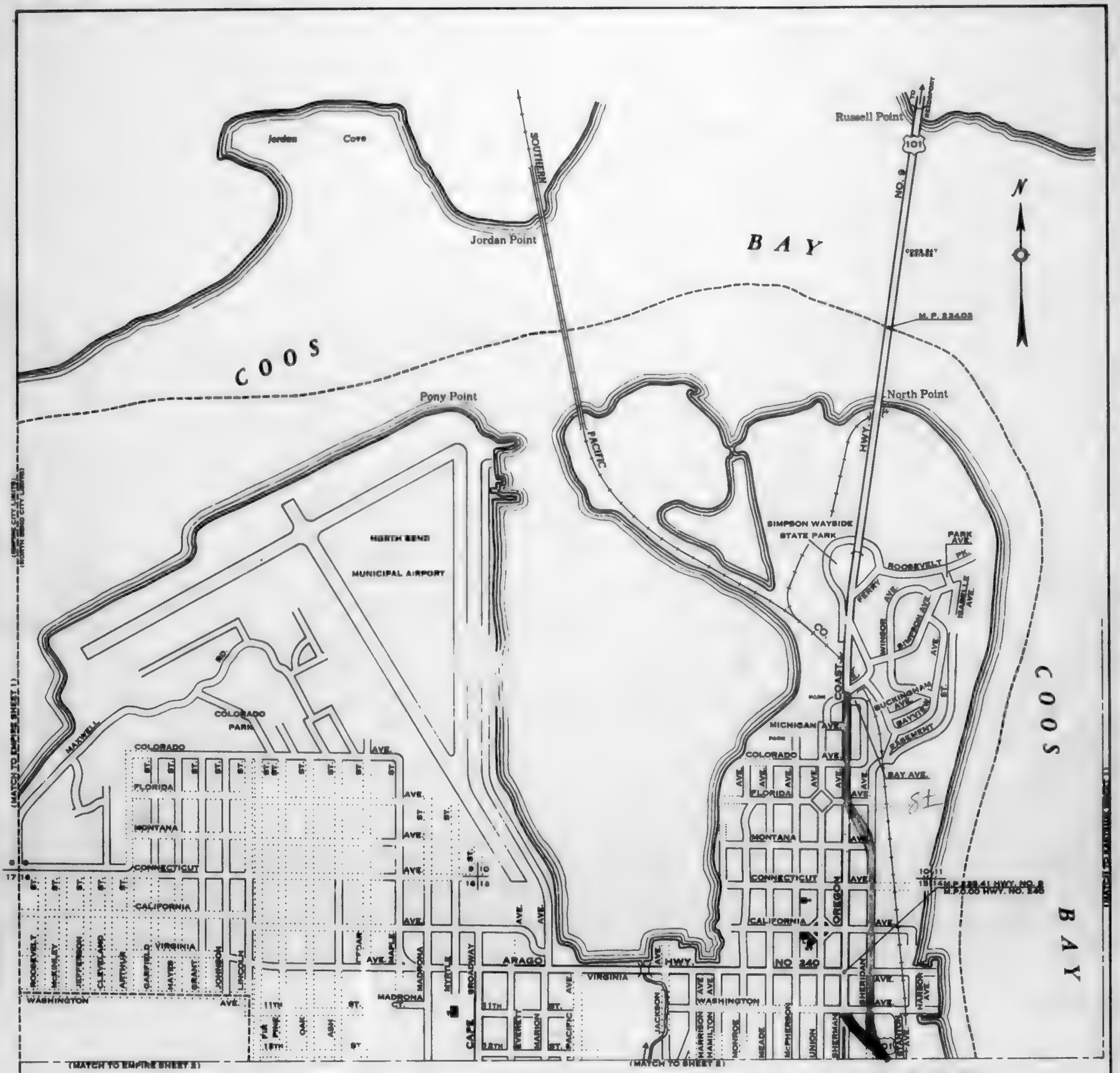
Length .78 mi. Designer Roberts Draftsman Date 3, 29 '67

Grading and Surfacing Items

| Item | Unit | Net | 10% Allow | Gross | Price | Amount |
|---|---|---|---|---|---|---|
| s Type 'C' Conc. Curb | Cu. Yd. | 16 | 2 | 18 | 50– | 900– |
| s Asph. Conc. Traffic Markers | Lin. ft. | 830 | 80 | 910 | 1– | 910– |
| s Guard Rail | Lin. ft. | 625 | 63 | 688 | 3– | 2,064– |
| s " " Ends | Each | 6 | 2 | 8 | 5– | 40– |
| s Guide Posts W-1 | Each | 5 | 1 | 6 | 8– | 48– |
| s Guide Posts Y-2 | Each | 6 | 1 | 7 | 8.50 | 60– |
| Furnish & Place Topsoil | Cu. Yd. | 197 | 20 | 217 | 3– | 651– |
| s Aggr. in Prime Coat | Cu. Yd. | 56 | 6 | 61 | 6– | 366– |
| s Asph. in Prime Coat | Ton | 10 | 1 | 11 | 60– | 660– |

PRELIMINARY COPY
SUBJECT TO CHANGE

Total 13.5,971–


Jordan Cove
Jordan Point
Russell Point
101
NO. 9
SOUTHERN PACIFIC
COOS BAY
M.P. 234.03
N
Pony Point
North Point
NORTH BEND MUNICIPAL AIRPORT
COLORADO PARK
SIMPSON WAYSIDE STATE PARK
COAST HWY
ROOSEVELT
PARK AVE.
MAXWELL
COLORADO AVE.
FLORIDA AVE.
MONTANA AVE.
CONNECTICUT AVE.
CALIFORNIA AVE.
VIRGINIA AVE.
WASHINGTON AVE.
MICHIGAN AVE.
BAY AVE.
ARAGO HWY.
NO. 240
OREGON
SHERIDAN
SHERMAN
UNION
McPHERSON
MEADE
MONROE
HAMILTON
HARRISON
JACKSON
CAPE
BROADWAY
MYRTLE
MADRONA
11TH ST.
12TH ST.
St
M.P. 235.41 HWY. NO. 9
M.P. 0.00 HWY. NO. 240
EMPIRE
(MATCH TO EMPIRE SHEET 1)
(MATCH TO EMPIRE SHEET 2)
(MATCH TO SHEET 2)

**PRELIMINARY COPY**
**SUBJECT TO CHANGE**

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R R Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits.

# NORTH BEND

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 7,733

Scale in Feet

Revised October 1964

SHEET ARRANGEMENT

SHEET 1 OF 2 SHEETS

Sherman – Sheridan (Couplet)

9C.73

# NORTH BEND - COUPLET of 101

## Sherman - Sheridan

1- Sherman - south bound (152+00 to Florida Ave)
2- Sheridan - north bound (152+00 to Florida Ave. existing and new connection)
  a- Florida Ave (two-way)
  b- Washington Ave (two-way)
    1- No left turn (Sherman - Washington)
    2- Right turn only (E. Washington - Sherman?)
    3- No left turn - existing (remove Virginia - Sherman)
    4- No right turn (E. Florida - Sheridan)
3- Parking
  a. Eliminate
    1- Sheridan (152+00 to Washington Ave.)
    2- Sheridan (Mid-block between Connecticut - Montana along new connection approx. 100'± north of Florida Ave.)
    3- Sherman (147+00 to Washington Ave.)
    4- Washington (Sherman - east to midblock)
    5- Sheridan (Montana to mid block northerly)

## Sherman - Union

1- Sherman - northbound (152+00 to Florida)
2- Union - southbound (152+00 to midblock between Florida - Colorado Ave. and new connections)
  a- Florida Ave (two-way?)
  b- Washington Ave (Two-way)
    1- Right turn only (E. Washington - Sherman)
    2- No left turn (Sherman - W. Washington)
    3- No left turn - existing (remove Virginia - Sherman)
3- Parking
  a- Eliminate
    1- Sherman (Washington Ave. complex)
    2- Sherman (Midblock between Montana - Florida to Colorado Ave.)
    3- Union (Colorado Ave - Montana Ave)
    4- Union (Virginia Ave - 152+00)

F. B. Crandall
Ud

9073
FORM 8-30 30M 10-65

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 29, 1967

SUBJECT: Highway Safety Improvement Inventory
of Hazardous Locations
Cape Arago Highway - North Bend
Virginia Avenue-Between Sherman
and Meade Avenues
Hwy No. 240 - MP 0.00 to MP 0.16

To: L. R. Chandler
Division Engineer
OFFICE

RECEIVED
[illegible] 1 1967
TRAFFIC ENGINEERING

The May 1966 Inventory of Hazardous Locations lists the subject location as a high accident section and refers to inadequate signing and traffic control as the hazard. The suggested treatment is updating of signals and signs. The suggested cost is listed as $5,000 and is programed for F Y 1968 to be accomplished by State funds.

The subject section beginning at US101 and extending westerly to Meade Avenue is located in the CBD of North Bend. The pavement is 52' in width with parallel parking on both sides and is striped for four lanes. Thus, the lane width is approximately 9' each. There are intersecting streets every 250'. Traffic signals exist at Sherman (US101) and at McPherson Avenues. The latter was installed April 22, 1965. The horizontal alignment is tangent. The vertical alignment is a crest vertical curve cresting at McPherson Avenue. The 1966 ADT was 9,320 vehicles.

There were 60 reported accidents in this section during the period January 1, 1964 to April 30, 1967. There were no fatalities but 15 persons were injured. There were 21 turning, 14 angle, 10 rearend, 4 side-swipe, 4 pedestrian, 3 parking, 2 backing, one fixed object and one miscellaneous type accidents. The 1966 accident rate was 27.68 accidents per MVM. The 1966 state wide accident rate for urban portions of secondary state highways was 12.24 accidents per MVM.

There is not sufficient width to prohibit curb parking and provide four lanes plus left turn refuges. It would not be practical to widen the pavement to accommodate such a design.

California Avenue parallels Virginia Street one block to the north. This street is also 52' in width and has relatively light vehicular volume. The possibility of establishing a Virginia-California Avenues couplet appears possible and desirable. Parking would be retained, three

NOTED
TRAFFIC CONTROL
ENGR.

adequate lanes in each direction would be provided. Future signalization would not be hampered by the present physical restrictions. Monroe Street would reconnect California to Virginia. No construction would be required. Curb radii are adequate due to the street widths. The base and surface condition would need no improvement.

This one-way couplet could be initiated with minor signing, striping, existing signal head revision and installation of a pretimed traffic signal at the intersection of Sherman Avenue (US101) and California Avenue.

An Authorization for Survey has been approved and the field work nearly completed which could result in a north-south couplet on Union-Sherman or Sherman-Sheridan. Such a couplet would be compatible with a Virginia-California one-way couplet. City officials have a long range plan to fill in Pony Slough enough to accommodate the westerly extension of California Avenue to Broadway. Thus the initiation of the couplet to Monroe Avenue would be a logical first phase.

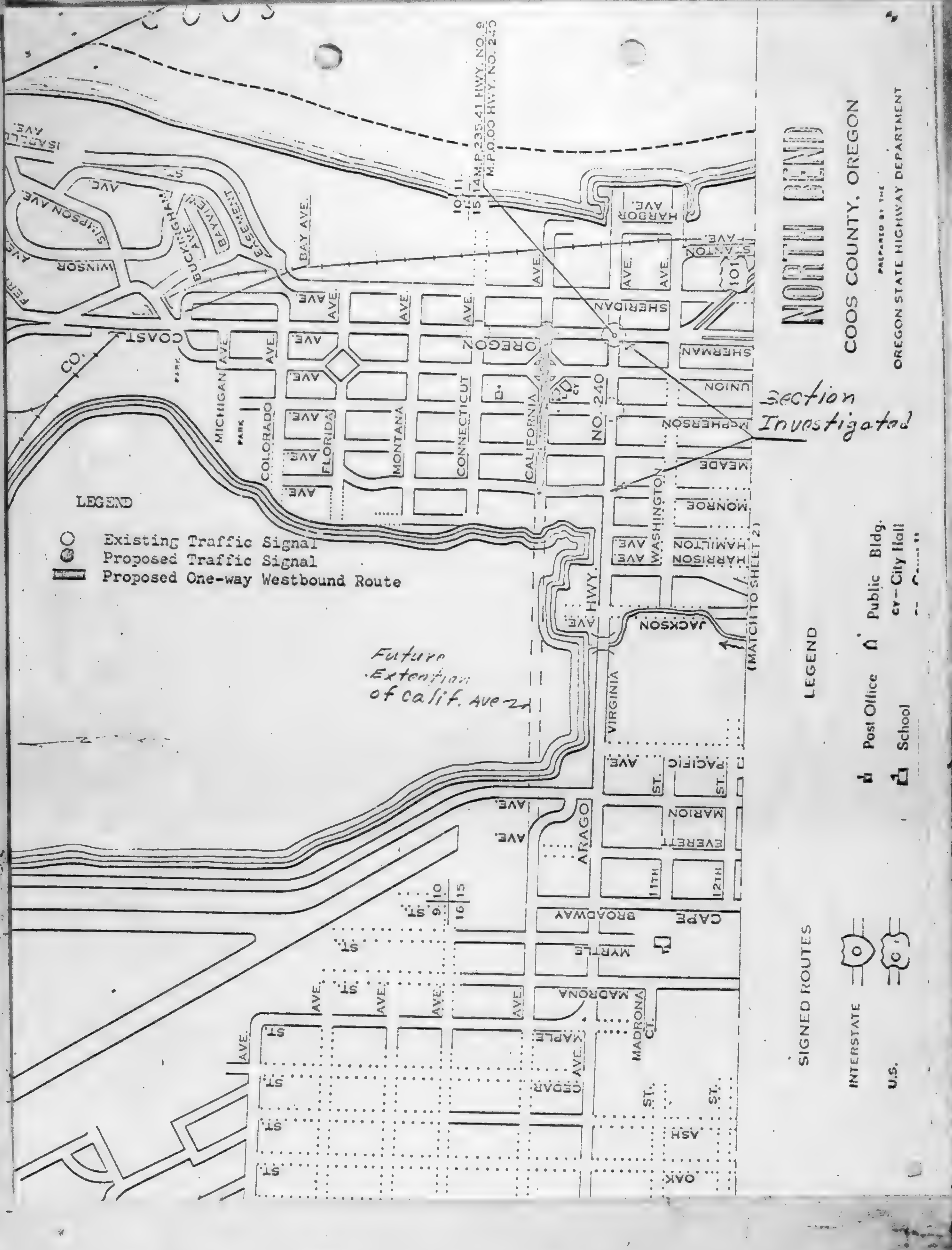
This project would require a traffic signal on US101 at California Avenue which, until a north-south couplet was constructed, would pose a progression problem. To overcome the lack of progression due to the physical location of the intersections, the Virginia and California Avenues signals would be placed on simultaneous operation and a progression between California and Connecticut Avenues designed. It would be anticipated that the left turn south to west would be prohibited at California Avenue on US101 as it now is at Virginia Avenue. This would allow a two phase traffic signal installation. Access to California Avenue from the south would be via Sheridan as at present.

It is therefore recommended that such a couplet be established to relieve the number of conflicting movements on Virginia Avenue intersections, to provide adequate lane widths, to reduce the accident experience, to utilize the capacity of California Avenue and to initiate a traffic pattern acceptable to the City's long range plans. If you so approve by a copy of this letter concurrence should be obtained from the Traffic Division. Negotiations would then be started with the City of North Bend and detail plans produced.

Glen L. Clark
Glen L. Clark
DIVISION TRAFFIC ENGINEER

GLC:cc
cc: F. B. Crandall
George Baker

APPROVED
By
C. M. Williams
ASSISTANT DIVISION ENGINEER


NORTH BEND
COOS COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
LEGEND
Post Office
School
Public Bldg.
CY-City Hall
SIGNED ROUTES
INTERSTATE
U.S.
101
14 M.P. 235.41 HWY. NO. 9
M.P. 0.00 HWY. NO. 240
(MATCH TO SHEET 2)
HARBOR AVE.
STANTON AVE.
SHERIDAN AVE.
SHERMAN
UNION
McPHERSON
MEADE
MONROE
HAMILTON
HARRISON AVE.
JACKSON
WASHINGTON AVE.
VIRGINIA AVE.
PACIFIC ST.
MARION
EVERETT
11TH
12TH
CAPE
BROADWAY
MYRTLE
MADRONA
MADRONA CT.
MAPLE
CEDAR
ASH
OAK
ARAGO AVE.
OREGON AVE.
NO. 240 HWY.
CALIFORNIA AVE.
CONNECTICUT AVE.
MONTANA AVE.
FLORIDA AVE.
COLORADO AVE.
MICHIGAN AVE.
PARK
COAST CO.
BAY AVE.
EASEMENT
BAYVIEW
BUCKINGHAM AVE.
WINSOR
SIMPSON AVE.
ISABELLA AVE.
FERRY
ST.

LEGEND

○ Existing Traffic Signal

● Proposed Traffic Signal

▭ Proposed One-way Westbound Route

Section Investigated

Future Extention of calif. Ave

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

# COLLISION DIAGRAM

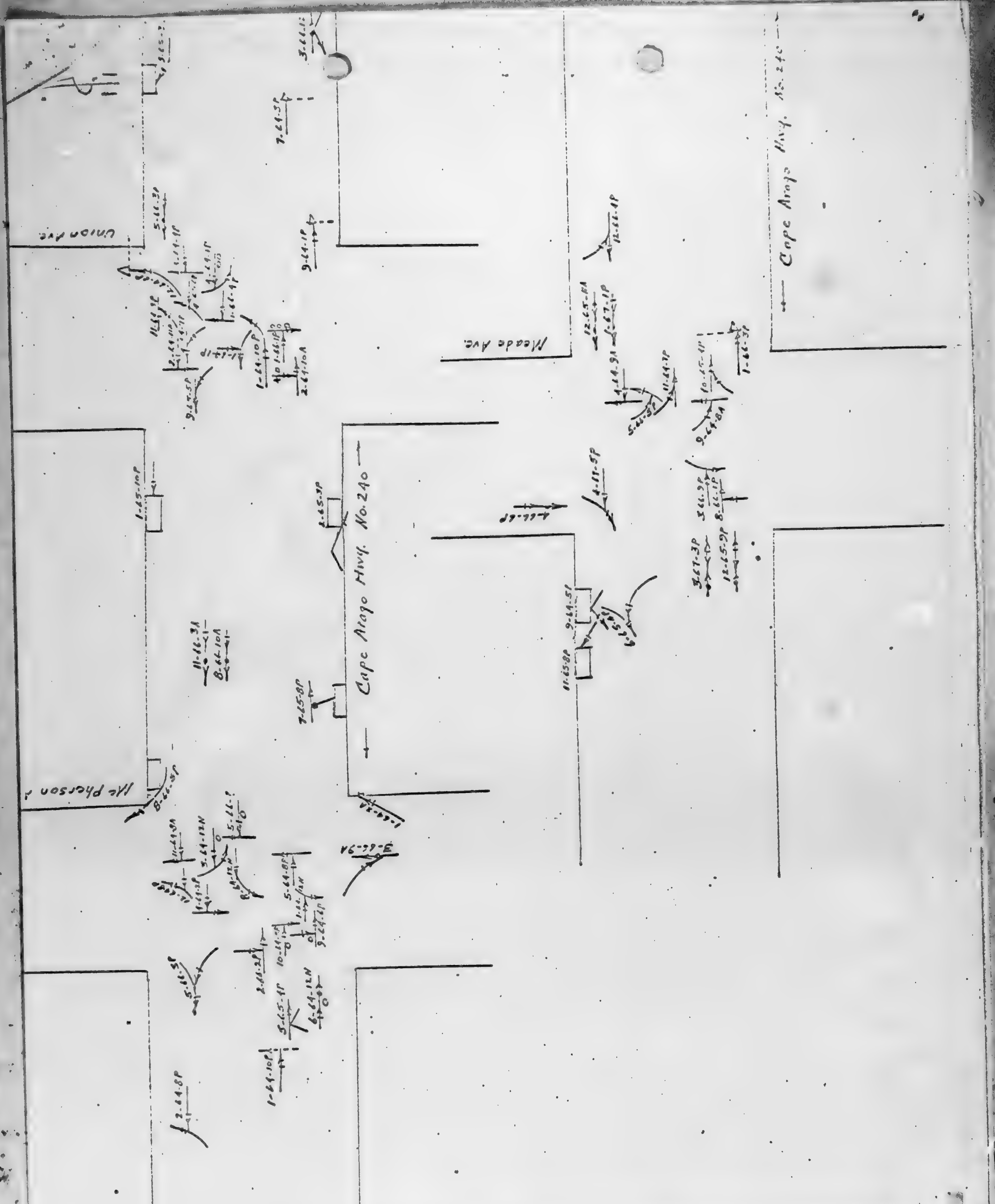
City of North Bend County Coos
Intersection of Cape Arayo Hwy. and 50' W. of Sherman Ave. to 50' W. of Meade Ave
Highway Number 240
Period Covered 1-1-64 to 4-30-67
Compiled by BL Drawn by ______ Date 6-22-67

**LEGEND**

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ←---- Pedestrian Injured
- ←—— Property Damage Only
- ←←← Collision – Rear-end
- →← Collision – Head-on
- ⟨ Collision – Sideswipe

- ←---- Path of Pedestrian
- ←—— Path of Vehicle
- ←---- Path of Animal
- ←—— Vehicle Moving
- ←●— Vehicle Stopped
- ←→ Vehicle Backing
- ☐ Properly Parked
- ☐ Improperly Parked
- ←○○ Vehicle Overturned
- ←∿∿ Vehicle Skidded

| Collision Type | 1964 | | | | 1965 | | | | 1966 | | | | 4 Mos. 1967 | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop Damage | Total | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop Damage | Total |
| Angle | | 4 | 5 | 9 | | | | | | 2 | 3 | 5 | | | | | | 6 | 5 | 14 |
| Head-on | | | | | | | | | | | | | | | | | | | | |
| Rear-end | | 1 | 2 | 3 | | | 2 | 2 | | | 4 | 4 | | | 1 | 1 | | 1 | 9 | 10 |
| Sideswipe | | | 1 | 1 | | | 3 | 3 | | | | | | | | | | | 4 | 4 |
| Turning Movement | | 2 | 8 | 10 | | | 4 | 4 | | | 6 | 6 | | | 1 | 1 | | 2 | 19 | 21 |
| Parking | | | 1 | 1 | | | 2 | 2 | | | | | | | | | | | 3 | 3 |
| Non-collision | | | | | | | | | | | | | | | | | | | | |
| Fixed Object | | | 1 | 1 | | | | | | | | | | | | | | | 1 | 1 |
| Pedestrian | | 3 | | 3 | | | | | | 1 | | 1 | | | | | | 4 | | 4 |
| Backing | | | | | | | 1 | 1 | | | | | | | 1 | 1 | | | 2 | 2 |
| Misc. | | | 1 | 1 | | | | | | | | | | | | | | | 1 | 1 |
| TOTAL | | 10 | 19 | 29 | | | 12 | 12 | | 3 | 13 | 16 | | | 3 | 3 | | 13 | 47 | 60 |



Union Ave.
Meade Ave.
Cape Arago Hwy. No. 240
Cape Arago Hwy. No. 240
McPherson

9073

12-28-66

North Bend

NOTED
H. S. COX

NOTED
P. B. Arensmeier

Prefix No. 6-1465

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

## ADDENDUM "A" TO LOCATION PROSPECTUS
## SHERMAN AVENUE-SHERIDAN AVENUE COUPLET
## OREGON COAST HIGHWAY
## COOS COUNTY

The following addendum is submitted to correct and revise the location prospectus concerning the Sherman Avenue-Sheridan Avenue Couplet Section of the Oregon Coast Highway.

PARAGRAPH 1 THROUGH 5 : Correct as per original prospectus.

PARAGRAPH 6: Delete paragraph and replace with the following: "44-foot curb to curb street section."

PARAGRAPH 7 THROUGH 12: Correct as per original prospectus.

ATTACHMENT: Remove and destroy; replace with attachment from this addendum.

December 28, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

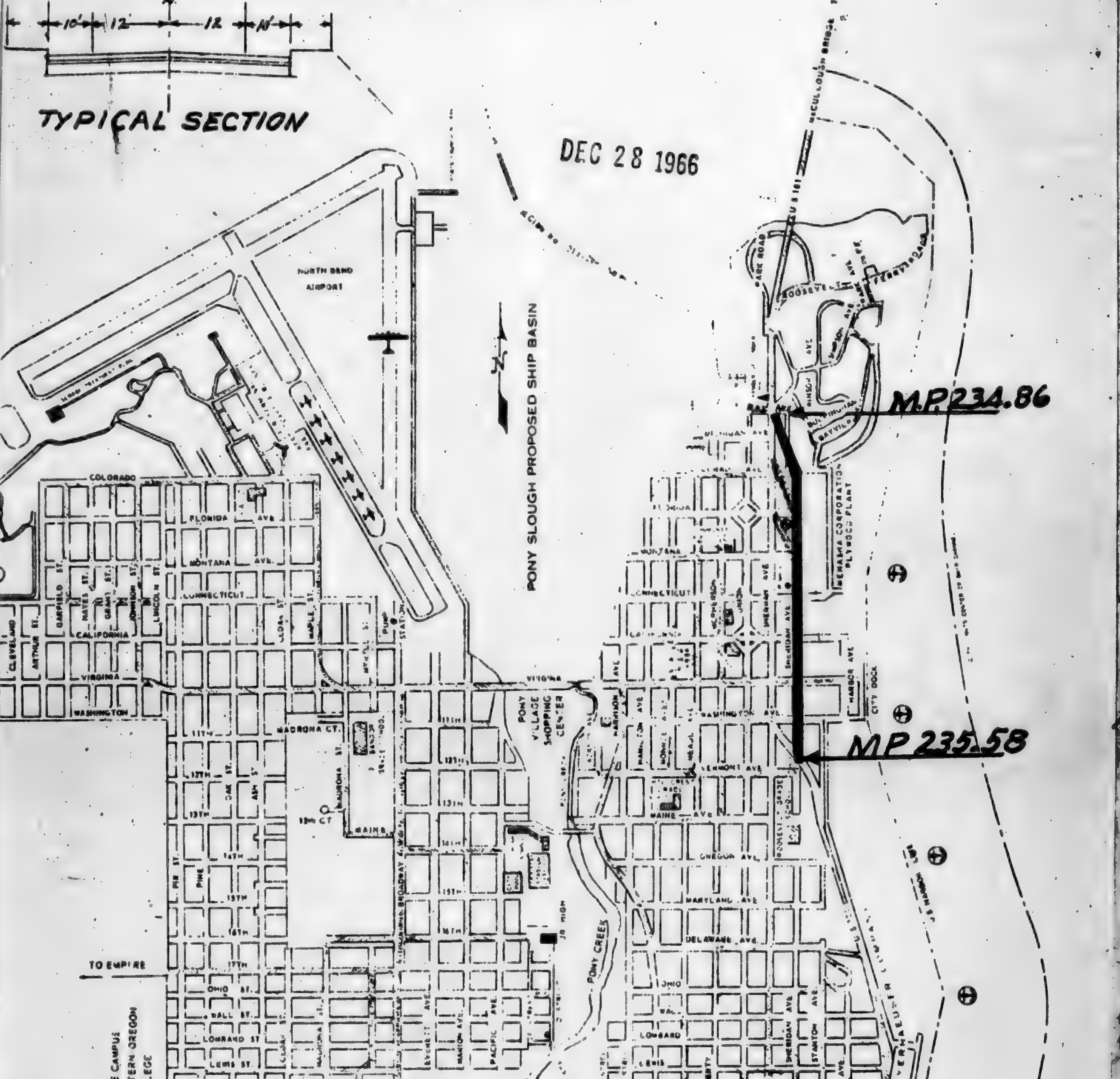
NOTED
HAROLD
REYNOLDSON

RECEIVED
DEC 30 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

NOTED
R. H. PRANGE

# PROSPECTUS MAP
## SHERMAN AVE — SHERIDAN AVE COUPLET
### OREGON COAST HIGHWAY
### COOS COUNTY



10'
12
℄
12
11'
TYPICAL SECTION
TO REEDSPORT
McCULLOUGH BRIDGE
U.S. 101
NORTH BEND AIRPORT
PONY SLOUGH PROPOSED SHIP BASIN
N
M.P. 234.86
MP 235.58
MENASHA CORPORATION PLYWOOD PLANT
HARBOR AVE
CITY DOCK
COLORADO
FLORIDA AVE
MONTANA AVE
CONNECTICUT
CALIFORNIA
VIRGINIA
WASHINGTON
CLEVELAND
ARTHUR ST
GARFIELD ST
HAYES ST
GRANT ST
JOHNSON ST
LINCOLN ST
MAPLE ST
PUMP STATION
MADRONA CT
MADRONA ST
11TH
12TH ST
13TH
13TH CT
14TH
15TH
16TH
17TH
MAINE
OAK ST
ASH ST
FIR ST
PINE
PONY VILLAGE SHOPPING CENTER
JR HIGH
PONY CREEK
BROADWAY
SHERMAN AVE
SHERIDAN AVE
HAMILTON AVE
VERMONT AVE
MAINE AVE
OREGON AVE
MARYLAND AVE
DELAWARE AVE
OHIO
OHIO ST
BALL ST
LOMBARD
LOMBARD ST
LEWIS
LEWIS ST
CLARK
CLARK ST
STATE
STATE ST
COMMERCIAL ST
NEWMARK
NEWMARK ST
EXCHANGE
KINNEY ST
SHERIDAN AVE
STANTON AVE
DONNELLY AVE
CHESTER
LIBERTY
PACIFIC AVE
STANTON AVE
EVERETT AVE
UNION AVE
ROOSEVELT
BAYVIEW
WEYERHAEUSER
TO EMPIRE
TO EMPIRE
FUTURE CAMPUS SOUTH WESTERN OREGON COLLEGE

DEC 28 1966

North Bend
Hwy 9

NOTED
H. S. COX

NOTED
P. B. Arensmeier

Prefix No. 6-1465

12/17/66

NOTED
RICHARD UNREIN

# LOCATION PROSPECTUS
# SHERMAN AVENUE-SHERIDAN AVENUE COUPLET
# OREGON COAST HIGHWAY
# COOS COUNTY

**HIGHWAY:** Oregon Coast. State Primary No. 9, Federal-aid Primary No. 2. Item 7, page 4 on Safety Improvement Program scheduled for construction in 1968.

**TERMINI:** The northerly end of the project is at M.P. 234.86 which point is at the intersection of Bay Avenue with the Oregon Coast Highway (Sherman Avenue). The southerly end of the project is at M.P. 235.58 which point is approximately 100 feet south of the intersection of the Oregon Coast Highway (Sherman Avenue) with Sheridan Avenue.

**LENGTH:** 0.72 mile.

**NARRATIVE:** This will be a location survey to prepare plans, specifications and estimates for widening curbs, grading and paving on existing alignment. The existing facility will be used wherever practicable. The northerly end of the project will require new alignment and additional right of way. Drainage problems are not anticipated. Soils investigations will be conducted. An economic analysis is not needed at this time. Reconnaissance is not necessary. This project is within the city limits of North Bend.

**CHARACTERISTICS:** The existing ADT is 5,900 in each direction. The projected ADT is 12,800 in each direction.

**TYPICAL SECTION:** 40-foot curb to curb street section.

**BRIDGE:** None.

**BASE DESIGN:** The tentative base design for construction is:

| Over Existing PC Only | New Work |
|---|---|
| 4" A. C. | 4" A.C. |
| Variable Leveling | 3" Plant-mix Bit. Base |
| | 14-1/2" Crushed Base |
| | 21-1/2" Total |

If existing curb and other controls cannot be met, the PC will be removed and replaced with new base construction.

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

MATERIAL: Commercial sources.

ACCESS: Limited to location.

ADDITIONAL FACILITIES: The North Bend Municipal Airport lies approximately 3/4 mile west of the project.

AGREEMENTS: Agreements with the City of North Bend will be necessary. An opportunity for a hearing will be held. Routine utility adjustments are anticipated.

PARKS: None affected.

December 7, 1966
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

9073

File No.____________
Rd. No._____M.P._______
City of____________
Streets____________
Rural______Urban_______

Salem, Oregon 97310
December 20, 1966

Location Prospectus
Sherman Avenue-Sheridan
Avenue Couplet
US101 - Coos Bay

F. D. Morgan
Construction Engineer
BUILDING

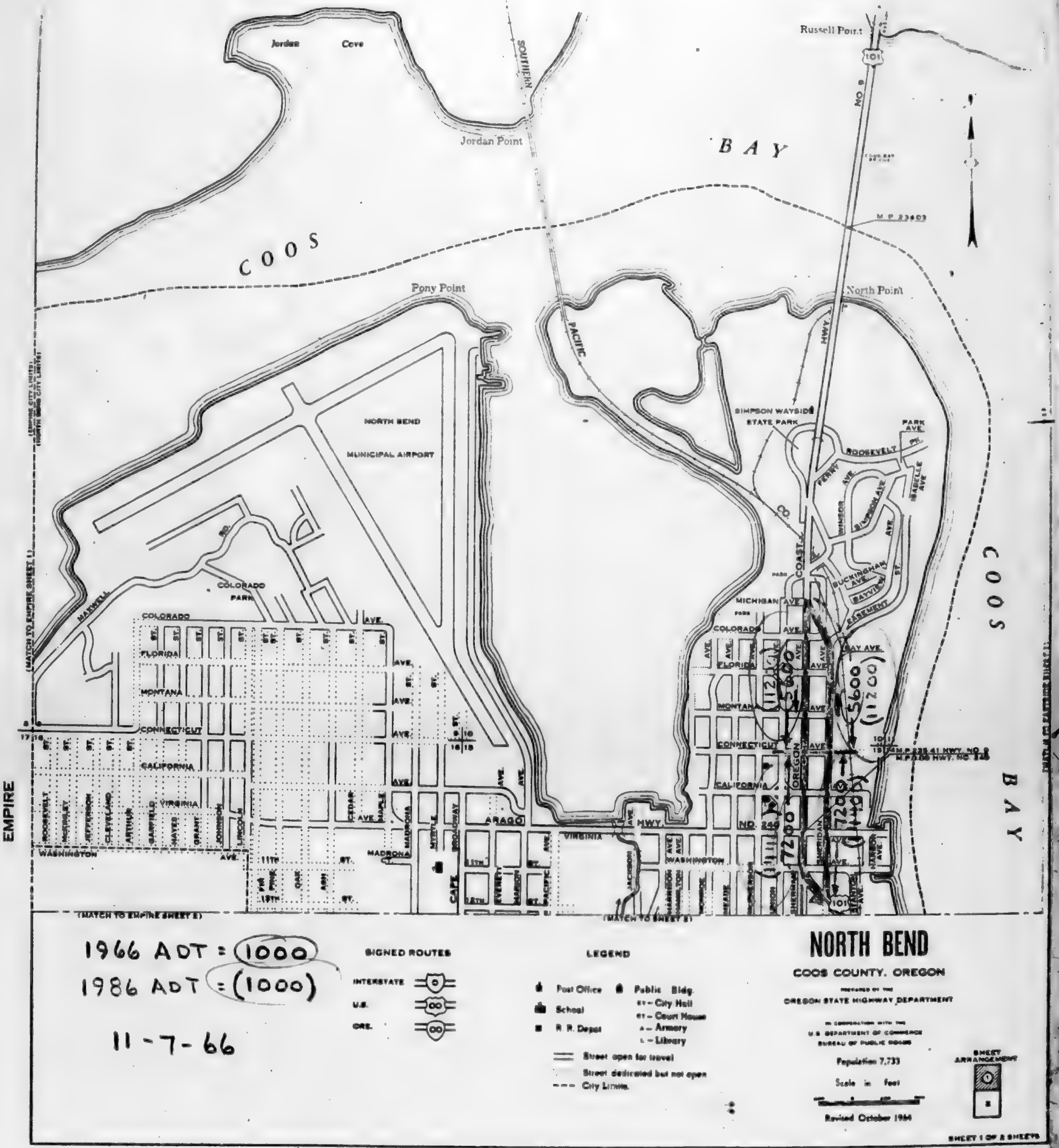
It is noted with respect to the subject Prospectus that typical section calls for two 12-foot running lanes with 8-foot park lanes for curb to curb 40-foot section. It is recommended that this be made 44-foot section to allow 2 feet shy distance with respect to through lanes. The 44-foot curb to curb would permit future development of adequate three moving lanes without curb parking. Also it can be anticipated that on Sheridan Avenue northbound it will be desirable at certain of the intersections to set-up a third lane for lefthand turns, which movements will develope sizeable volumes.

F. B. Crandall
Traffic Engineer

FBC:mk

NOTED
R. L. SCHROEDER

NOTED
[illegible] CONTROL


Jordan Cove
Russell Point
Jordan Point
101
NO. 9
SOUTHERN
PACIFIC
BAY
COOS
M.P. 234.03
Pony Point
North Point
COAST HWY.
NORTH BEND
MUNICIPAL AIRPORT
SIMPSON WAYSIDE STATE PARK
PARK AVE.
ROOSEVELT
FERRY
BUCKINGHAM AVE.
BAYVIEW
EASEMENT
BAY AVE.
COOS
BAY
MICHIGAN AVE.
COLORADO
FLORIDA
MONTANA
CONNECTICUT
CALIFORNIA
VIRGINIA
WASHINGTON
ARAGO
MAXWELL
COLORADO PARK
EMPIRE
(MATCH TO EMPIRE SHEET 1)
(MATCH TO EMPIRE SHEET 2)
(MATCH TO SHEET 2)
ROOSEVELT
JEFFERSON
CLEVELAND
ARTHUR
GARFIELD
HAYES
GRANT
JOHNSON
LINCOLN
MADRONA
MYRTLE
BROADWAY
CAPE
SHERMAN
OREGON
HARBOR AVE.
5600
(11200)
7200
(11400)
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
School
R. R. Depot
Street open for travel
Street dedicated but not open
City Limits
Scale in Feet
SHEET ARRANGEMENT
1
2

1966 ADT = (1000)
1986 ADT = (1000)
11-7-66

# NORTH BEND

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 7,733

Revised October 1964

SHEET 1 OF 2 SHEETS

1979 Teakwood Ave.-Myrtle Ave. 9074
(Coos Bay) Sec., Ore. Coast Hwy.
(Bayshore Dr.) (Gr. & pav.)

9074 4

# STATE COPY

cc: State (H S Coulter) 2-26-81

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Coos | DIVISION<br>Oregon |
| DATE OF REPORT<br>2-20-81 | REPORT MADE BY<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>HES-2-2(6) |
| COMPLETION DATE<br>6-25-80 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>8-27-80 | TIME ELAPSED<br>75 % | CONTRACT TIME<br>150 C.D. |
| APPROVED EXTENSIONS<br>None | LOCATION<br>Teakwood Ave.-Myrtle Ave. Section of Oregon Coast Highway in City of Coos Bay | | |

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

### TEAKWOOD AVE.-MYRTLE AVE. SECTION
### OREGON COAST HIGHWAY
### Grading & Paving

This project provided for the removal of a curbed median island and asphalt paving. Overlayed and signing as a continuous turn lane. A contract in the amount of $135,877.50 was awarded Johsnon Rock Products, Inc., North Bend, on December 27, 1979. Work began on March 27, 1980 and was completed in reasonably close conformance with the approved plans and specifications on June 25, 1980 at a final cost of $125,015.08, which included $109,677.25 for contract items; $2,493.00 for approved changes; $3,891.97 for approved State Force Work; and $8,952.86 for construction engineering.

A total of 113 C.D. were used to complete the work as compared to the 150 C.D. authorized.

RECEIVED
STATE HWY ENGR
FEB 25 '81
REFER TO
FOR

*NOTE: Not applicable for direct Federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE W. N. Bryant<br>Area Engineer<br>W. N. Bryant | | SIGNATURE Original Signed By<br>G. K. HOSSNER<br>Field Operations Engineer<br>G. K. Hossner | |
| TITLE Area Engineer | DATE 2-24-81 | TITLE Field Operations Engineer | DATE 2-24-81 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9[illegible]74

files

9-2-[illegible]

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Willamette Western Corp.<br>No. 9079 | Hill Rd.-Vista Lane<br>Clackamas County | August 13, 1980 |
| Hertz Electric, Inc.<br>No. 8995 | E. Greenwood Ave. @ E. 8th St. (Bend)<br>Deschutes County | August 13, 1980 |
| Elting, Inc.<br>No. 9054 | Spring Creek Hill<br>Klamath County | August 14, 1980 |
| Ross Bros. Const. Inc.<br>No. 8757 | S. Fk. Coquille River (Gaylord) Bridge<br>Coos County | August 14, 1980 |
| Tice Elect. Co.<br>No. 9053 | SE 82nd Dr. @ Oatfield Rd. (Gladstone)<br>Clackamas County | August 18, 1980 |
| Marion Const. Co.,Inc.<br>No. 9004 | Silver Falls State Park<br>Marion County | August 25, 1980 |
| Mid Oregon Crushing Co., Inc. & Philip Dahl, J.V.<br>No. 9016 | The Dalles-Calif. Hwy. @ Lower Bridge Rd.<br>Deschutes County | August 25, 1980 |
| Siuslaw Const. Co.,Inc.<br>No. 8999 | Youngs River Falls Bridge<br>Clatsop County | August 25, 1980 |
| Johnson Rock Products, Inc.<br>No. 9074 | Teakwood Ave.-Myrtle Ave. (Coos Bay)<br>Coos County | August 27, 1980 |

September 2, 1980

C T Keasey

C. T. Keasey
Asst. State Highway Engineer

9074

L.

September 2, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 3
#9074

Gentlemen:

Contract No. 9074 awarded to Johnson Rock Products, Inc., for work on the Teakwood Avenue-Myrtle Avenue (Coos Bay) Section of the Oregon Coast Highway in Coos County was completed on July 11, 1980, and accepted by the State Highway Division on August 27, 1980.

Final payment in the amount of $5,875.83 will be released to the contractor after September 8, 1980. The total contract amount is $112,170.25. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek

Alfred Shirley

9074

**STATE OF OREGON**
Contract Payments 378-6594

**INTEROFFICE MEMO**
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: August 27, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of August 27, 1980.

Contract 9074 On Site Work Substantially Completed June 25, 1980

All Work Completed July 11, 1980

Project Teakwood Ave.-Myrtle Ave. (Coos Bay)

Highway Oregon Coast Hwy. (Bayshore Drive)

County Coos

Type of Work Grading & Paving

Contractor Johnson Rock Products, Inc.

RDC:mk

cc: H. S. Coulter
R. D. Church

Surety notified
9-2-80 dmc

9074

Coos Bay

ROAD DESIGN SECTION

DES 16-1

July 22, 1980

Frank Morrison
Resident Engineer

Fred Eriksen
Design Engineer Supervisor

Subject: Teakwood Avenue-Myrtle Avenue (Coos Bay) Section
Oregon Coast Highway
Coos County

I found your "as constructed" narrative report interesting, especially the paragraph where you describe the paving technique used at the gutter.

From your description, breaking the paving machine slope in the middle of the panel worked nicely to taper the overlay into the gutter.

Overlays on curbed sections are becoming more of a problem as the years roll by. Overlays, patching and oil mats have in many cases raised the crown and increased the parking or travel lane slope adjacent to the curb to considerably more than design rates of 4 or 5 percent. These conditions challenge our ingenuity in finding the best solution for each problem.

FE:ja

cc Alfred Shirley

9074

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Teakwood Ave.-Myrtle Ave. (Coos Bay)

WEEK ENDING: July 5, 1980

SECTION PREFIX: 6-1064

HIGHWAY: Oregon Coast

COUNTY: Coos

NAME OF JOB: Teakwood Ave. - Myrtle Ave. (Coos Bay)

KIND OF WORK: Grading & Paving

FEDERAL AID PROJECT NUMBER: RES-2-2(6)

CONTRACTOR: Johnson Rock Products, Inc.

CONTRACT NUMBER: 9074

ESTIMATED COMPLETION DATE: June 25, 1980

DATE OF CONTRACT: 12/27/79

DATE WORK STARTED: March 27, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 250

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 113

PERCENT OF TIME ELAPSED 69

PROJECT AUTHORIZATION: $165,060.22

EXCLUSIVE OF ENGINEERING: $151,971.74

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $117,452.22

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 23 %

ENGINEERING AUTHORIZATION $13,088.48

This Wk. 250.00

ENGINEERING COST TO DATE $7,861.00

PERCENT OF AUTHORIZATION 60 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION

DATE PROJECT WAS COMPLETED:

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 29 | Fair | | | |
| MONDAY 30 | " | | | |
| TUESDAY 1 | " | | | |
| WEDNESDAY 2 | " | | | |
| THURSDAY 3 | Rain | | | |
| FRIDAY 4 | | | | |
| SATURDAY 5 | | | | |

RECEIVED
JUL 7 1980
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Intoes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 29 | No work. |
| 30 MONDAY | No work.all week. |
| 1 TUESDAY | |
| 2 WEDNESDAY | |
| 3 THURSDAY | |
| 4 FRIDAY | |
| 5 SATURDAY | |

## REMARKS

Semi-final estimate & quantities shipped to Roseburg on July 3rd.

This is the last report.

SIGNED H. D. Morrison LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9074

## LETTER OF APPROVAL AND/OR AUTHORIZATION

5-22-80

FEDERAL AID PROJECT NO.
HES-2-2 (6)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
90064

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

5/28
Orig

RECEIVED
STATE HWY ENGR
MAY 28 '80
REFER TO
Moehring
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

DATE PS&E APPROVED
11/28/79

DATE AUTHORIZATION EFFECTIVE
5/9/80

FEDERAL ROUTE NUMBER
Primary 2

STATE ROUTE NUMBER
Primary 9

GENERAL LOCATION:
Teakwood Avenue - Myrtle Avenue (Coos Bay)

GENERAL DESCRIPTION OF WORK:
Furnish and install 4 each Two-Way "Left Turn Only" signs (R3-9b)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 5/9/80, as requested in Mr. Keasey's letter of 5/16/80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $600 Federal Funds $540.

DATE
5/22/80

SIGNATURE OF APPROVING OFFICIAL
G. K.

TITLE
for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-885

9074

State Copy #

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>2-101<br>PROJECT REPORT NUMBER<br>2<br>MODIFICATION NUMBER | .S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>2-21-80 | ate<br>Oregon<br>County<br>Coos<br>Project Number<br>HES-2-2(6) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 23, 1979, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 165,174.00 | $ 174,650.00 |
| Federal funds | $ 148,656.00 | $ 157,185.00 |

Other revisions

To include approved increase in preliminary engineering and approved additional work item.

This modification is made for the following reasons:

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of February, 1980.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

~~By~~ For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon February 13, 1980

Federal Aid Project
No. HES-2-2(6)

Teakwood Ave.-Myrtle Ave. Section
Oregon Coast Highway
Coos County

Revised Project Agreement

| | | |
|---|---|---|
| Type Code PE<br>Preliminary Engineering | All Required | $ 10,150.00 |
| Type Code Y008<br>Roadway (Sta. 217+21 to Sta. 238+00) | | |
| Subtotal of previous estimate of January 4, 1980 | | $139,977.50 |

Approved Additional Items

| | | |
|---|---|---|
| N.Bend-Coos Bay Water Facilities Adjustments | All Required | 5,000.00 |
| | Increase | $ 5,000.00 |
| | Subtotal | 144,977.50 |
| | Engineering | 19,522.50 |
| | Total | $164,500.00 |

Length of Project - - - - - 0.00 mi.

Work Retained in Program Status
(Not included in amounts below)

| | | |
|---|---|---|
| Permanent Signing | All Required | $ 750.00 |
| Pole Removal (S.F.) | All Required | 500.00 |

- SUMMARY OF FUNDS -

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 10,150.00 | $ 9,135.00 | $ 1,015.00 |
| Roadway | 164,500.00 | 148,050.00 | 16,450.00 |
| Total | $174,650.00 | $157,185.00 | $17,465.00 |

Group 1 - 100%
Contract No. 9074
Prefix - 6-1948
Prefix - 6-1064

STATE COPY

9074

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>1-79 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | te<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Coos |
| MODIFICATION NUMBER<br>1 | 1-18-80 | Project Number<br>HES-2-2(6) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 23, 1979, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 6,300 | $ 165,174 |
| Federal funds | $ 5,670 | $ 148,656 |
| Other revisions | | |

This modification is made for the following reasons: Adding the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of January, 1980.

OREGON STATE HIGHWAY ENGINEER
*(Official name of Highway Agency)*

By

Assistant State Highway Engineer
*(Title)*

XX For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

File

Oregon State Highway Division
Salem, Oregon, January 4, 1980

Federal Aid Project
No. HES-2-2(6)

TEAKWOOD AVE.-MYRTLE AVE. SECTION
OREGON COAST HIGHWAY
COOS COUNTY

Revised Project Agreement.

| | | | |
|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | | $ 6,300.00 |
| Type Code Y008<br>Roadway (Sta. 217+21 to Sta. 238+00) | | | |
| Mobilization | All Required | | $ 1,460.00 |
| Temporary Protection and Direction of Traffic | All Required | | 3,087.00 |
| Temporary Signs | 150 Sq.Ft. | 7.00 | 1,050.00 |
| Temporary Barricades | 2 Each | 75.00 | 150.00 |
| Flagmen | 500 Hour | 21.00 | 10,500.00 |
| Sequential Arrow Signs | 2 Each | 3,785.00 | 7,570.00 |
| Removal of Structures and Obstructions | All Required | | 11,217.00 |
| General Excavation | 650 Cu.Yd. | 1.55 | 1,007.50 |
| Aggregate Base | 1,000 Ton | 7.40 | 7,400.00 |
| Class "B" Asphalt Concrete Mixture | 2,850 Ton | 24.70 | 70,395.00 |
| Class "B" Asphalt Concrete Mixture in Leveling | 750 Ton | 24.70 | 18,525.00 |
| Sidewalk Ramps | 1 Each | 150.00 | 150.00 |
| Concrete Curbs | 110 Lin.Ft. | 4.10 | 451.00 |
| Adjusting Inlets | 3 Each | 103.00 | 309.00 |
| Capping Inlets | 1 Each | 52.00 | 52.00 |
| Mono-Directional Crystal Type I Markers | 300 Each | 5.15 | 1,545.00 |
| Bi-Directional Crystal Type I Markers | 100 Each | 5.15 | 515.00 |
| White Type II Markers | 190 Each | 2.60 | 494.00 |
| | | | $135,877.50 |
| Anticipated Items | | | |
| Permanent Pavement Striping | All Required | | $ 2,000.00 |
| Temporary Pavement Striping | All Required | | 2,100.00 |
| | | | $ 4,100.00 |
| | Subtotal | | $139,977.50 |
| | Engineering | | 18,896.50 |
| | Total | | $158,874.00 |

Oregon State Highway Division
Salem, Oregon, January 4, 1980

Federal Aid Project
No. HES-2-2(6)

Length of Project - - - - - - - - - - - - - 0.00 mi.

| Work Retained in Program Status<br>(Not included in amounts below) | | |
|---|---|---|
| Permanent Signing | All Required | $ 750.00 |
| Work by Coos Bay/North Bend Water Board | All Required | 4,200.00 |
| Pole Removal (S.F.) | All Required | 500.00 |

SUMMARY OF FUNDS (90%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,300 | $ 5,670 | $ 630 |
| Roadway | 158,874 | 142,986 | 15,888 |
| Total | $165,174 | $148,656 | $16,518 |

Group 1 100%
Contract No. 9074
Prefix: 6-1948
Prefix: 6-1064

8

STATE COPY

OMB No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>2 - 11 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>1-23-79 | State<br>Oregon<br>County<br>Coos<br>Project No.<br>HES ~~HHS~~-2-2(6) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, Teakwood Ave. to Myrtle Ave. (Coos Bay)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 1-4-79 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 90.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 6,300.00 | $ 5,670.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Technical Services Engineer
*(Title)*

XX By For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, OR January 17, 1979

Federal Aid Project
No. ~~HHS~~-2-2(6)
HES

Teakwood Avenue-Myrtle Avenue (Coos Bay) Section
US 101 in Coos County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 6,300.00 |
| | Total | $ 6,300.00 |

Length of Project - - - 0.0 miles

Summary of Funds

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,300.00 | $ 5,670.00 | $ 630.00 |
| Retain in Program | | | |
| Contract Work | 79,700.00 | 71,730.00 | 7,970.00 |
| Total | $86,000.00 | $77,400.00 | $8,600.00 |

Group 1 - 100%
Prefix - 6-1948

1-16-80

9074

1

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
S-2-2(6)

STATE PROJECT NO.
See below

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90064

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

**TO:**
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 22 '80
REFER TO
FOR
Info | Sign | Act | File

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>1-16-80 | FEDERAL ROUTE NUMBER<br>Primary 2<br>STATE ROUTE NUMBER<br>Primary 9 |

GENERAL LOCATION:
Teakwood Avenue - Myrtle Creek Avenue (Coos Bay)

GENERAL DESCRIPTION OF WORK:
Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change see below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1-7-80 I approve the revised Preliminary Engineering costs to a TEC of $10,150 with Federal participation limited to $9,135 (Increase TEC $3,850 - FF $3,465)

It should be noted that only those PE charges prior to PS&E approval date of 11-28-79 are eligible for Federal-aid participation.

| | | |
|---|---|---|
| DATE<br>1-16-80 | SIGNATURE OF APPROVING OFFICIAL | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-818

9074

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

11-28-79

J

FEDERAL AID PROJECT NO. HES-2-2(6)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM NO.

ITEM NO. 90064

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 -'79
REFER TO [illegible]
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

[illegible]

DATE PS&E APPROVED: 11-28-79

DATE AUTHORIZATION EFFECTIVE: 11-28-79

FEDERAL ROUTE NUMBER: Primary 2

STATE ROUTE NUMBER: Primary 9

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

Teakwood Avenue - Myrtle Creek Ave (Coos Bay) Section

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement Striping
S.F. $2,000
Temporary Pavement Striping
S.F. $2,100

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 11-26-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $220,127 Federal Funds $198,114.

A signed copy of the Title Sheet is returned herewith.

DATE: 11-28-79

SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible]

TITLE: for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1975-721-815

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR// 120179
Donald L Wrout

12-20-79
~~9-20-79~~ Bid Letting ______ All Clear Deadline

SECTION Teakwood Ave.-Myrtle Ave.(Coos Bay)
Highway Oregon Coast
County Coos Region 3
Type of Work Left Turn Refuge Funds HHS
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | | | | | |
| Negative Declaration | ☒ | | | | | |
| Project Assessment | ☒ | | | | | |
| Write-off Letter | | ☒ | | | ☒ | Statewide Safety |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | | | | | |
| D.O.G.M.I. | ☒ | | | | | |
| Corps of Engineers | ☒ | | | | | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |
| | | | | | | |
| | | | | | | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | | ☒ | | | ☒ | |
| Cultural Salvage | ☒ | | | | | |
| **NOISE:** | | | | | | |
| Noise Study | | ☒ | | | ☒ | |

9074

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HES 2-2(6)

STATE PROJECT NO.
See below

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR
NOV 23 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FROM:
Mr. G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
90064

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
11-19-79

FEDERAL ROUTE NUMBER
Primary 2

STATE ROUTE NUMBER
Primary 9

GENERAL LOCATION:
Teakwood Avenue - Myrtle Creek Avenue (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:
Program Change and Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-24-79 I approve the program change adding adjustment of utilities to the character of proposed work. Also, as requested in Mr. Swan's 10-1-79 letter, you are now authorized to proceed with the actual adjustments for the Coos Bay - N. Bend Water Board's water facilities. Reinbursement on an actual cost basis estimated to be $5,000 with Federal participation limited to $4,500 is approved. I approve the Agreement with Coos Bay - N. Bend Water Board.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-Aid Program Manual.

DATE
11-19-79

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1074

2

[redacted]
GOVERNOR

**Oregon State Highway Division**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

October 1, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street NE, Suite 100
Salem, OR 97301

Water Facilities Relocation
Coos Bay-N. Bend Water Board
Teakwood Ave.-Myrtle Ave. Section
Oregon Coast Highway
Coos County
Project No. HES-2-2(6)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Coos Bay-N. Bend Water Board's water facilities dated August 1, 1979, and a sketch showing their proposed relocation.

A certification prepared by John Christopherson as to the Board's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The Board was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Board's facilties.

RECEIVED
TECHNICAL SERVICES
OCT 1'79
REFER TO

| FOR | | | | | | |
|---|---|---|---|---|---|---|
| Info | Inves | R/D | D/R | Sign | Act | File |
| | | | | | | |

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,116.00.

Yours truly,

D E Swan

D. E. Swan
Operations Programming Engineer

JMC:mm

Enclosure

cc: E. S. Hunter
Jack Cartwright
John Christopherson

8-2-79

9074

|  |  |
|---|---|
| U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION<br>**LETTER OF APPROVAL AND/OR AUTHORIZATION** | FEDERAL AID PROJECT NO.<br>HES-2-2(6)<br>STATE PROJECT NO.<br>See below |
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO.<br><br>ITEM NO.<br>90064 |
| COUNTY NAME<br>Coos | PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
|  | 8-2-79 | Primary 2 |
|  |  | STATE ROUTE NUMBER<br>Primary 9 |

GENERAL LOCATION:

Teakwood AVenue - Myrtle Avenue (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:

See below

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-2-79 letter I approve the withdrawal of authorization for construction for the subject project releasing obligated funds in the amount of $169,073.

RECEIVED
STATE HWY ENGR
AUG 7 '79
REFER TO
Mac [illegible]
FOR
Info | [illegible] | A/D | D/R | Sign | [illegible] | File

8-7
[illegible]

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 8-2-79 |  | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-818

7074

1

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-2-2(6)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90064

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENG.
JUL 17 '79
REFER TO [illegible]
FOR

[illegible]

DATE PS & E APPROVED 7-13-79

DATE AUTHORIZATION EFFECTIVE 7-13-79

FEDERAL ROUTE NUMBER Primary 2

STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:
Teakwood Avenue - Myrtle Avenue (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:
Channelization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 11, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $187,859 - Federal Funds $169,073.

DATE 7-13-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7-13-79

9074

1

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-2-2(6)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90064

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 17'79
REFER TO Maclvain
FOR
Info | Act | S/G | D/R | C/B | Ret | File

7-17
orig
to C

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-13-79

FEDERAL ROUTE NUMBER Primary 2

STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:

Teakwood Avenue - Myrtle Avenue (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 12, 1979, I approve the program change as follows:

(1) Appropriation Code: Change to 141

(2) Class of Federal Funds: Change to Hazard Elimination Program

(3) Project No: Change to HES-2-2(6)

DATE 7-13-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7014

1

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 11, 1979

In Reply Refer to
File No.:

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: PS&E Data Submission
Item No. 90064
Project No. HES-2-2 (6)
Teakwood Ave.-Myrtle Ave. (Coos Bay)
Coos County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on September 20, 1979, but request early PS&E approval at this time. Right-of-Way, Utility and other Environmental Certification and Status reports will be submitted at the time we request advertising authorization.

| | | |
|---|---|---|
| P.E. | Federal Funds (90%) | $ 5,670 |
| Channelization | Federal Funds (90%) | 169,073 |
| | State Funds | 19,416 |
| | TOTAL COST | $194,159 |

DAR:pf
Attachments

cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 12 '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

Coos Bay

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon 97470

DATE May 15, 1979

TO RON BUSEY
Resident Engineer

FROM Elliott Parker
Region 3 Geologist

by James A. Bilderback
James A. Bilderback
Assist. Region Geologist

SUBJECT "Soils and Geology Report"
Bayshore Drive ( Teakwood St. - Myrtle St.)
Coos Bay / City Street
Coos County

Versteeg
Anderson
Christensen
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ah Sullivan Copy
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RECEIVED
MAY 24 1979
ROAD DESIGN SECTION

Do Not File
Return To
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REFERRED TO
Beard
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Staudenmayer
Sample
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[✓ Return] Discuss Do File Copy . Due
BY FINAL DESIGN ENGINEER

On April 24, 1979 a six (6) inch core and a auger hole was placed approximately 5 ft. right of existing island (approx. 200 southerly of the ℄ of Pine Street).

This work - together with photo coverage - - was completed to access existing pavement conditions. The proposed construction is for a continuous left turn refuge. It is being proposed that the existing center island be moved (existing island being 3 - 8 ft. wide )

There is considerable restriction in available roadway width since the railroad spur is on the eastside and businesses to be serviced are on the westside. The left-turn refuge will need to take-up the existing shoulder widths in addition to island.

As shown by the attached exploration log, the existing pavement consists of 8 inches thick of well - graded 1½" - solid concrete (P.C.C.) under approximately 4" thick of a well-graded and compacted "B mix" A.C. (no bond to concrete). The A.C. is relatively smooth and does not consist of individual segments.

It would appear that only a thin overlay would be necessary. The P.C.C. apparently exists under the island, also.

**Material Sources**

Aggregates and mixes for surfacing materials will undoubtedly be supplied from local commercial suppliers. Amoung those available are :

Harold Gates Trucking
2580 Pacific - North Bend
Phone: 756-4764

G.S. Halsey Crushing Contractor
860 Garden Drive / Coos Bay
Phone : 269-0393

Davenport Concrete Sand & Gravel
2600 Highway 101S. -Coos Bay
Phone: 269 - 0111

Johnson Rock Products Inc.
Mc Cullough Bridge - North Bend.
Phone: 756-5168

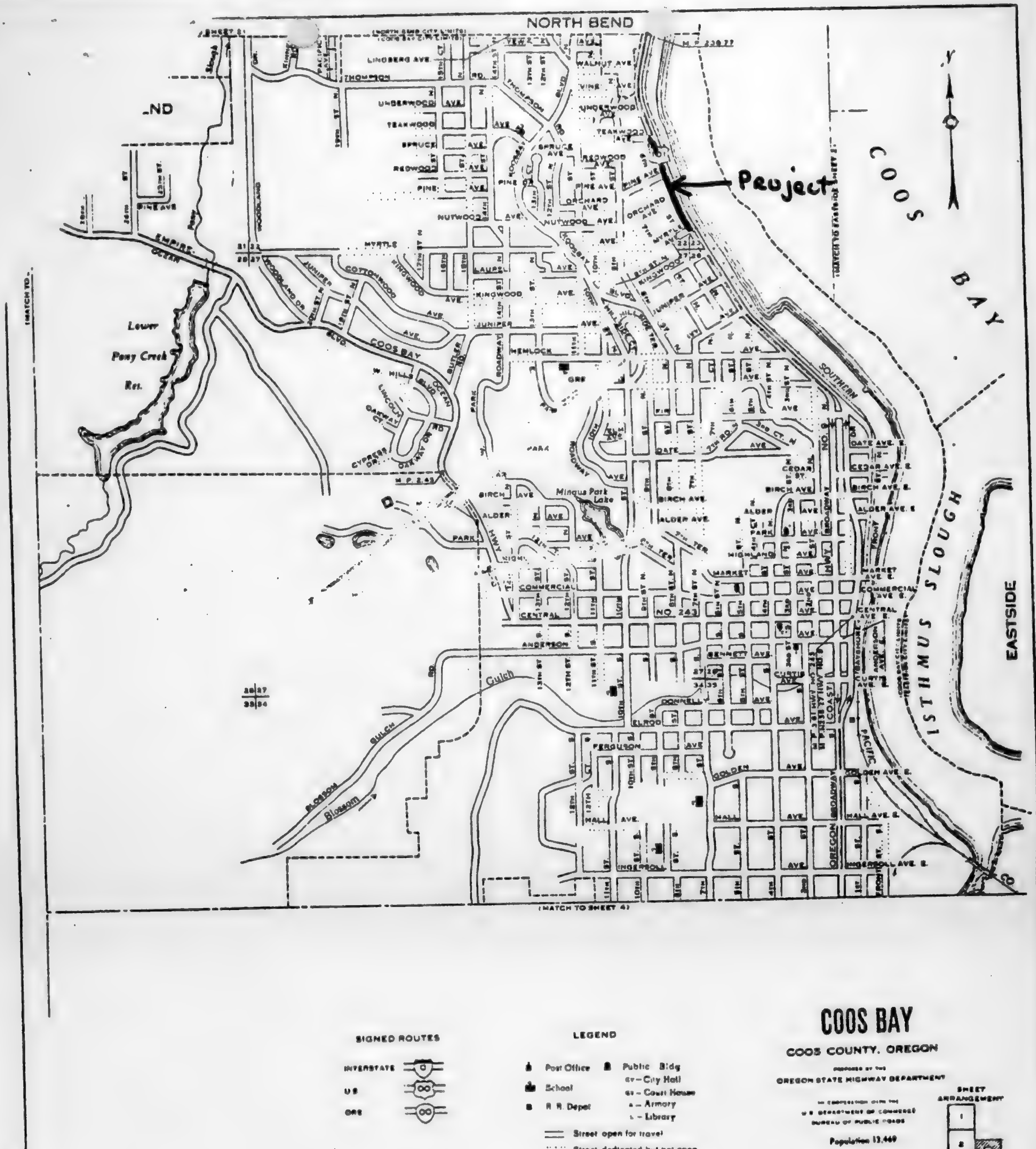
RECEIVED
[illegible]
LOCATION
[illegible]

NOTED
W. N. HACKLEMAN

REFERRED TO
Hack
By Location Engineer

Encl: Soil & Geology Exploration Log
Plan Map

C.C. Construction Engineer
Location Engineer
Region 3 Engineer
file


NORTH BEND
COOS BAY
ISTHMUS SLOUGH
EASTSIDE
Project
Lower Pony Creek Res.
Mingus Park Lake
EMPIRE-COOS BAY BLVD
OCEAN BLVD
BROADWAY
SOUTHERN PACIFIC
(MATCH TO SHEET 4)
(MATCH TO EASTSIDE SHEET 2)
(MATCH TO SHEET 2)
Blossom Gulch
NO. 243

**SIGNED ROUTES**

INTERSTATE
US
ORE

**LEGEND**

Post Office
School
R. R. Depot
Public Bldg
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits

# COOS BAY

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 13,469

Scale in Feet

Revised April 1966

SHEET ARRANGEMENT
1
2
3
4

SHEET 3 OF 4 SHEETS

OREGON STATE HIGHWAY DEPARTMENT

## SOI AND GEOLOGICAL EXPLORATIO OG

Construction Division

Project Bayshore Dr. Highway Oregcoast Date 4-24, 1979

County Coos Res. Engineer Prefix 6-1948-910

Exploration equipment used Core Drill & Hand Auger

Exploration area: Cut, depth ft. Embankment fonda.—Emb. ht. East ft. 200' S of E Pine St 5' of Island

Exist. Roadway Station Lt. C. L. Rt.

Borrow—Quarry—Location

Hole location

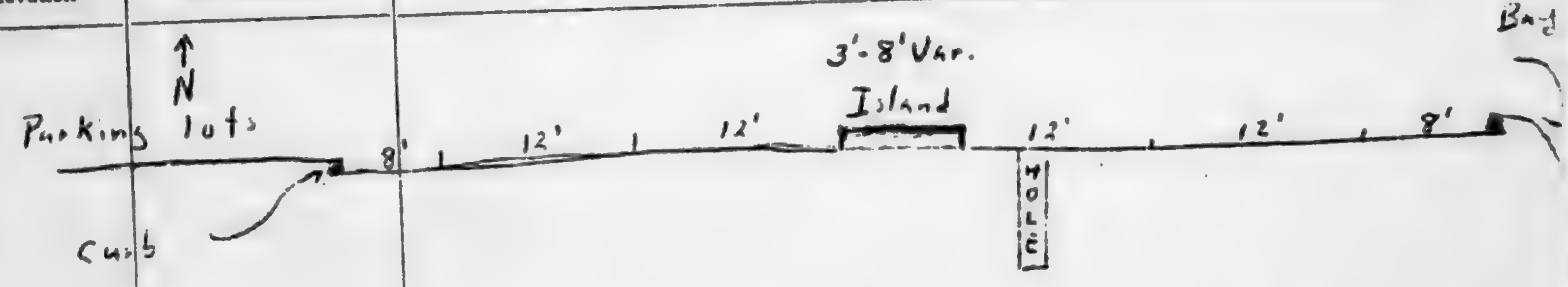
Slide—Horizontal hole Vertical Hole

Station Lt. C. L. Rt.

Hole No.

All measurements are Estimated

| Ground Surface Elevation | Sample Data H.D. Sheet No. | DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT |
|---|---|---|



| Indicate in Feet Distance from ground surface to various soil and rock formations | | |
|---|---|---|
| 4" | | well graded & compacted "B" Mix AC (No bond to Concrete) |
| 8" | | well graded 1½-0 Conc. solid |
| 7" | | Bar or River run Sand Some round rock to 2" or 3" |
| 16" | | Grey to Blackish & Tan Silty clay. Sample is from this 16" area. |
| 17+" | | Grey to Black Sand fine to Med grain<br>Bottom of test hole at 52" |

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

E Parker By RMPope
Soils, Geologist or Driller

This copy for Division Engineer

9074

9

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. H. Moehring
Assistant State Highway Engineer ATTN:
Project Management Branch B. L. Gifford

DATE: May 3, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Teakwood Avenue-Myrtle Avenue (Coos Bay) Section
Oregon Coast Highway
Coos County

The Schedule of Contract Letting contains the above-named project with "SIGNS" as a proposed bid item.

The signing is a very minor item on this project. It is recommended that the word "SIGNS" be deleted on future schedules and have this work done by State Forces as an anticipated item.

ORIGINAL SIGNED BY L. E. GEORGE
L. E. George
Traffic Engineer

ELS:ds

cc: Alfred Shirley, Jr.
B. E. Brown
Jack Sullivan
Lyle Watson

REFERRED TO
1 Beard WGB Stoudenmeyer
Cole Sample
3 Eriksen F.E. 2 Watson
Heger Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

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RECEIVED
MAY 0 4 1979
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7

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

1-21-79

7074

# LETTER OF APPROVAL AN /OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-2-2(6)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90064

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operation, DOT
State of Oregon
Salem, Oregon

| | | | |
|---|---|---|---|
| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | Primary 2 |
| | 1-4-79 | STATE ROUTE NUMBER | Primary 9 |

GENERAL LOCATION:
Teakwood Ave. - Myrtle Ave. (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-8-78, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2, para. 10e, and that time saving procedures enumerated in FHPM 6-8-2-1 are applicable. You are now authorized to proceed with the above work at a TEC $6,300 with Federal participation limited to $5,670.

NOTED
F. D. KLABOE

Swan
1-11

DATE 1-4-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

December 8, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90064
Project No. HHS-2-2(6)
Teakwood Avenue-Myrtle Avenue (Coos Bay) Section
Coos County

Attached data consists of PR-1 form with project maps, narrative report, collision diagrams and sketch map.

We request the following:

(1) Concurrence that the project qualifies for the "Timesaving Procedures" enumerated in FHPM 6-8-2-1.

(2) Authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $6,300 with an obligation of $5,670 in federal funds.

DRH:tmw

Attachments

cc: L. E. George
Alfred Shirley, (Region 3)

1979 Madras/Prineville Hwy.-S. 9075
McMeen Cr. Sec., Metolius-Grizzly
County Rd. (Grading & oiling)

C10a 6715 9-5-78

PE -
AD 492 - $2135.00
cc 1899

Told Fred Erickson PE Total till now $10,000

limit of $250,000

14% of [illegible] $35,000

1/10/80 - County said advance deposit $29,850 was in mail.

2135

31985

163

3

[illegible]

9075 P

# HIGHWAY DIVISION INVOICE

137102

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISIO
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE: 6/8/83

YOUR ORD MBER:

BILLING REQ. NUMBER: CC 83-10

CODE: JEFFERC

•JEFFERSON COUNTY
•COURTHOUSE
•MADRAS OR 97741

| PREFIX | FUNC | SUB FUNC | OBJECT | P/N GROUP | AMOUNT |
|---|---|---|---|---|---|
| | 325 | 00 | | | 2,131.15 |
| 216-1049 | 296 | 00 | 000 | | 2,131.15 |
| 216-1049 | 297 | 00 | 000 | | (2,131.15) |

FINAL BILLING:
MADRAS/PRINEVILLE HWY - S MCMEEN CREEK PER ATTACHED ITEMIZED STATEMENT
FEDERAL PROJECT NO SOS-1600(1) AGREEMENT NO 6715.

| DESCRIPTION | | TOTAL PRICE |
|---|---|---|
| PE COSTS | 14,458.06 | |
| CONST. COSTS | 224,508.89 | |
| TOTAL PROJECT COSTS | 238,966.95 | |
| LESS: FEDERAL FUNDS | (204,850.80) | |
| BALANCE DUE FROM COUNTY | | 34,116.15 |
| LESS: COUNTYS ADVANCE DEPOSITS | | (31,985.00) |
| BALANCE DUE FROM COUNTY | | 2,131.15 |

FINAL
110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
HAROLD REYNOLDSON PH: 378-6011 FOR CORRECTNESS OF CHARGES
OR JANE HENSLEY PH: 378-5035 PREPARER OF INVOICE

734-1150 (7-81)

1075

HIGHWAY DIVISION

# REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER 137102

DATE 6/1/83

PURCHASE ORDER NUMBER

☐ PARTIAL ☒ FINAL

PRIOR REQUEST NUMBER

BILLING REQUEST NUMBER CC 83-10

CODE JEFFERC

**BILL TO:**

Jefferson County
Courthouse
Madras OR 97741

CREDIT DISTRIBUTION

| | |
|---|---|
| 325.00 | 2,131.15 |
| 216-1049-296 | 2,131.15 |
| 216-1049-297 | <2,131.15> |

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | | TOTAL |
|---|---|---|
| Final billing: | | |
| Madras/Prineville Hwy. - S. McMeen Creek per attached itemized statement | | |
| Federal Project No. SOS 1600(1) | | |
| Agreement No. 6715 | | |
| PE costs | 14,458.06 | |
| Const costs | 224,508.89 | |
| Total Project costs | 238,966.95 | |
| Less Federal funds | 204,850.80 | |
| Balance Due from County | | 34,116.15 |
| Less County's Advance Deposits | | <31,985.00> |
| 110.00 Balance due from County | | 2,131.15 |

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

Harold Reynoldson PH: 378-6011 FOR CORRECTNESS OF CHARGES

OR Jane Hensley PH: 378-5035 PREPARER OF INVOICE

JEFERCO Inv-2121

| | |
|---|---|
| Advance Deposit Amount | $31,985.00 |
| Advance Deposit Previously Transferred to Highway Fund | $24,985.00 |
| Balance | $7,000.00 |
| Transfer to Highway Fund | $7,000.00 |
| Refund Due | $ —0— |

AMOUNT DUE $

SUBMITTED BY J. Hensley

APPROVED BY V.E. Strong

734-1191 (9-81)

9075

P

## OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 5/26/83

COUNTY: JEFFERSON AGREEMENT NO: 6715 PROJECT NO: SOS-1600(1)

CONTRACT NO: 9075 SECTION: Madras/Prineville Hwy.-S. McMeen Creek

| | | |
|---|---|---|
| P.E. | | $ 14,458.06 |
| Construction | | |
| Payment to Contractor | | $208,600.33 |
| Interest Paid Contractor | | 129.60 |
| SFO #1 Pavement Striping | | 203.40 |
| Engineering | | 15,575.56 |
| | | $224,508.89 |
| Federal Funds Collected | $204,850.80 | |
| County Share of Costs are | $238,966.95 | |
| Less Federal Funds | 204,850.80 | |
| | $ 34,116.15 | |

REFERENCE: CC 83-10

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Madras/Prineville Hwy.-S. McMeen Cr. Section<br>Metolius/Grizzley County Road<br>Jefferson County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | State | All | Required | | $ 14,458.06 | |
| | Construction | | | | | |
| | Type Code 5221 | | | | | |
| | Roadway (Sta. 74+00 To Sta. 146+50) | | | | | |
| | Final Contract Payment Summary | Lump | Sum | | 208,600.33 | |
| SFO | #1 Permanent Pavement Stirping (State) | All | Required | | 203.40 | |
| | Total Participating Construction | | | | $208,803.73 | |
| | Construction Cost | | | | | |
| | State | All | Required | | 15,575.56 | |
| | Total Participating Project Cost | | | | $238,837.35 | |
| | Nonparticipating Project Cost | | | | | |
| | Interest on Final Payment | All | Required | | 129.60 | |
| | Total Project Cost | | | | $238,966.95 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 5/4/83. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

216-1049

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. SOS-1600(1)

VOUCHER PERIOD From: 8-16-78 To: 2-9-83

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $ 14,458.06 | $ 14,458.06 | 85.77% | $ 12,400.68 | $ 12,400.68 | $ 0.00 |
| 224,508.89 | 224,379.29 | 85.77% | 192,450.12 | 192,450.12 | 0.00 |
| $238,966.95 | $238,837.35 | 85.77% | $204,850.80 | $204,850.80 | $ 0.00 |

*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

Oregon *State Highway Agency*

*SIGN ORIGINAL ONLY*

*By* Controller *Authorized Officer* 5/2/83 *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ 0.00

*Adjustments* $

*Amount Approved* $

*SIGN ORIGINAL COPY*

*Signature of Authorized FHWA Representative Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
DESCRIPTION                  PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    FISCAL           GRAND TOTAL    ACTIVE YRS
                                                                       YEAR TO DATE       TO DATE      BEG   END
                          216   1047     900     00 N 1                                         125.13   79    79
                          216   1047     915     00 P 1                                         593.08   79    80
                          216   1047     920     00 P 1                                          13.40   79    79
                          216   1047     948     00 N 1                                          26.98   81    81

                                      SUB TOTAL                                               4,140.22

                                      TOT      P1                                            60,758.73
                                      TOT      N1                                               152.11
                                   ** JOB TOTALS **               **              **         60,910.84  **

JEFFERSON CO PVMT MRK #2     CONT NO       FA PROJ NOS PMS 000S098 100                                    STATE
                          216   1048     270     01 P 1                     2,460.24          4,656.13   80    82
                          216   1048     296     00 N 9                     2,467.96CR        4,677.40CR 80    82
                          216   1048     298     00 N 9                     2,467.96          4,677.40   80    82

                                      SUB TOTAL                             2,460.24          4,656.13

                          216   1048     900     00 P 1                                          13.55   81    81
                          216   1048     948     00 P 1                         7.72              7.72   82    82

                                      SUB TOTAL                                 7.72             21.27

                                      TOT      P1                           2,467.96          4,677.40
                                   ** JOB TOTALS **               **        2,467.96  **      4,677.40  **

MADRAS/PRNVL HWY-S MCMEEN CRK CONT NO 9075 * FA PROJ NOS SOS 1600001 100                                  STATE
                          216   1049     201     00 P 1                                     208,600.33   80    82
                          216   1049     206     00 N 1                                         129.60   82    82
                          216   1049     270     01 P 1                                         203.40   81    81
                          216   1049     296     00 N 9                        25.67        192,415.81CR 80    83
                          216   1049     298     00 N 9                        25.67CR      192,415.81   80    83

                                      SUB TOTAL                                             208,933.33

                          216   1049     900     00 P 1                                      14,414.70   80    82
                          216   1049     920     00 P 1  Proj. Mngt.                            133.34   80    82
                          216   1049     940     00 P 1  Testing Lab                            154.79   81    82
                          216   1049     944     00 P 1  Tech Ser.                               52.86   82    82
                          216   1049     945     00 P 1  Const. Br.              15.67           647.84   81    83
                          216   1049     946     00 P 1  Reg. Eng. Chgs                          132.03   81    82
                          216   1049     948     00 P 1  Cont.  40.00            40.00            40.00   83    83

                                      SUB TOTAL             40.00               55.67        15,575.56

                                      TOT      P1           40.00               55.67       224,379.29
                                      TOT      N1                                               129.60
                                   ** JOB TOTALS **         40.00  **           55.67  **   224,508.89  **
```

```
                                216  1972   905    00 P 1                                                 100.63
                                216  1972   914    00 P 1                                                 281.05

                                            SUB TOTAL                                                     381.68

                                            TOT     P1                                                    381.68
                                           ** JOB TOTALS **                 **               **           381.68  **

                                                                                                                       STATE
MADRAS-PRNVIL HWY-GRIZZLY RD  CONT NO      * FA PROJ NOS SOS 1600001 100                             14,146F11CR
                                216  1974   296    00 N 9                                               1,635.00
                                216  1974   297    00 N 9                                              12,511.11
                                216  1974   298    00 N 9

                                            SUB TOTAL

                                216  1974   901    00 P 1                                               8,210.80




ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  APRIL 1983             PAGE  932

                                                                            FISCAL              GRAND TOTAL
      DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE          TO DATE
                                216  1974   905    00 P 1                                              3,760.21
                                216  1974   910    00 P 1                                                779.86
                                216  1974   912    00 P 1                                                 28.53
                                216  1974   913    00 P 1                                                 10.56
                                216  1974   914    00 P 1                                                  6.40
                                216  1974   918    00 P 1                                                 38.46
                                216  1974   920    00 P 1        71.00CR           71.00CR                84.06
                                216  1974   921    00 P 1        17.75CR           17.75CR             1,496.28
                                216  1974   922    00 P 1        40.00CR           40.00CR                17.36
                                216  1974   923    00 P 1                                                 25.54

                                            SUB TOTAL           128.75CR          128.75CR            14,458.06

                                            TOT     P1          128.75CR          128.75CR            14,458.06
                                           ** JOB TOTALS **     128.75CR**        128.75CR**          14,458.06  **

                                                                                                                       STATE
IRRIGATION CANAL BR          CONT NO       * FA PROJ NOS BROS160000_ 100           2,835.69CR         12,002.35CR
                                216  1980   296    00 N 9                                              2,520.00
                                216  1980   297    00 N 9                          2,835.69            9,482.35
                                216  1980   298    00 N 9

                                            SUB TOTAL

                                216  1980   901    00 P 1                             32.99            3,376.16
                                216  1980   905    00 P 1                            388.25            1,268.15
                                216  1980   905    00 N 1                             13.50               13.50
                                216  1980   906    00 P 1                                                  5.10
                                216  1980   910    00 P 1                            168.64              695.49
                                216  1980   914    00 P 1                             38.26               38.26
```

002
680

# OREGON STATE HIGHWAY DEPARTMENT
## FHWA BILLING VOUCHER

05/12/83

| PREFIX | GRP FL | FED AID PROJ | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|
| >209-1022 | 1* | SOS -0902-001 | 56,825.54 | 64,535.84 | 64,442.66 | 88.18 | 56,825.54 | 56,825.54 | | |
| 209-1991 | 1* | SOS -0902-001 | 7,664.46 | 8,936.06 | 8,936.06 | 85.77 | 7,664.46 | 7,664.46 | | |
| | | PROJ TOTALS | 64,490.00 | 73,471.90 | 73,378.72 | | 64,490.00 | 64,490.00 | | |
| 310-1090 | 1 | SOS -1002-001 | | 387.31 | 387.31 | 81.80 | 316.82 | | 316.82 A | |
| 310-1978 | 1 | SOS -1002-001 | 7,045.00 | 25,960.42 | 12,275.15 | 61.58 | 7,559.04 | 7,045.00 | 514.04 B | |
| | | PROJ TOTALS | 7,045.00 | 26,347.73 | 12,662.46 | | 7,875.86 | 7,045.00 | 830.86 | |
| 310-1098 | 1 | SOS -1004-001 | 49,090.00 | 46,026.56 | 45,708.50 | 88.15 | 40,292.04 | 40,171.03 | | 121.01 |
| 310-1098 | 8 | SOS -1004-001 | 10,400.00 | 11,804.56 | 11,804.56 | 88.15 | 10,405.72 | 10,386.03 | 5.72 B | 13.97 |
| 310-1987 | 1 | SOS -1004-001 | 6,510.00 | 9,935.03 | 9,923.32 | 85.77 | 8,511.23 | 6,510.00 | 2,001.23 B | |
| | | PROJ TOTALS | 66,000.00 | 67,766.15 | 67,436.38 | | 59,208.99 | 57,067.06 | 2,006.95 | 134.98 |
| 213-1064 | 1# | SOS -1300-002 | 110,884.40 | 129,327.63 | 129,281.10 | 85.77 | 110,884.40 | 110,884.40 | | |
| 213-1995 | 1# | SOS -1300-002 | 8,370.70 | 9,756.06 | 9,756.06 | 85.80 | 8,370.70 | 8,370.70 | | |
| | | PROJ TOTALS | 119,255.10 | 139,083.69 | 139,037.16 | | 119,255.10 | 119,255.10 | | |
| 314-1095 | 1 | SOS -1401-001 | 57,600.00 | 87,206.28 | 86,612.04 | 67.00 | 58,030.07 | 57,600.00 | 430.07 B | |
| 314-1991 | 1 | SOS -1401-001 | 6,900.00 | 8,420.97 | 8,292.86 | 85.80 | 7,115.27 | 6,900.00 | 215.27 B | |
| | | PROJ TOTALS | 64,500.00 | 95,627.25 | 94,904.90 | | 65,145 34 | 64,500.00 | 645.34 | |
| >215-1017 | 2# | SOS -1500-002 | 84,600.00 | 108,068.09 | 98,601.40 | 85.80 | 84,600.00 | 84,600.00 | | |
| 315-1014 | 1# | SOS -1502-001 | 56,800.00 | 106,845.84 | 66,223.62 | 85.77 | 56,800.00 | 56,800.00 | | |
| 315-1961 | 1# | SOS -1502-001 | 7,700.00 | 11,086.26 | 8,977.50 | 85.77 | 7,700.00 | 7,700.00 | | |
| | | PROJ TOTALS | 64,500.00 | 117,932.10 | 75,201.12 | | 64,500.00 | 64,500.00 | | |
| 216-1049 | 1* | SOS -1600-001 | 192,450.12 | 224,508.89 | 224,379.29 | 85.77 | 192,450.12 | 192,450.12 | | |
| 216-1974 | 1* | SOS -1600-001 | 12,400.68 | 14,458.06 | 14,458.06 | 85.77 | 12,400.68 | 12,400.68 | | |
| | | PROJ TOTALS | 204,850.80 | 238,966.95 | 238,837.35 | | 204,850.80 | 204,850.80 | | |
| 218-1044 | 1# | SOS -1800-002 | 191,933.38 | 223,784.30 | 223,698.58 | 85.80 | 191,933.38 | 191,933.38 | | |
| 218-1938 | 1# | SOS -1800-002 | 4,354.29 | 5,074.93 | 5,074.93 | 85.80 | 4,354.29 | 4,354.29 | | |
| >418-1945 | 1# | SOS -1800-002 | | | | | | | | |
| | | PROJ TOTALS | 196,287.67 | 228,859.23 | 228,773.51 | | 196,287.67 | 196,287.67 | | |
| 320-1023 | 1# | SOS -2001-001 | 57,900.00 | 73,625.76 | 67,506.12 | 85.77 | 57,900.00 | 57,900.00 | | |
| 320-1935 | 1# | SOS -2001-001 | 6,600.00 | 8,502.62 | 7,695.00 | 85.77 | 6,600.00 | 6,600.00 | | |
| | | PROJ TOTALS | 64,500.00 | 82,128.38 | 75,201.12 | | 64,500.00 | 64.500.00 | | |
| 320-1031 | 1# | SOS -2002-001 | 55,159.29 | 115,741.50 | 64,310.70 | 85.77 | 55,159.29 | 55,159.29 | | |

# STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

9333

5-18-83

Info
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R/D
D/R
Sign
Act
File

FOR

REFER TO Kaley

MAY 19 '83

RECEIVED STATE HWY ENGR

| | | | |
|---|---|---|---|
| REGION NO. 10 | REPORT NO. | COUNTY Jefferson | DIVISION Oregon |
| DATE OF REPORT April 5, 1983 | REPORT MADE BY David J. Statz | | PROJECT NO. RS-B400(1) |
| COMPLETION DATE September 29, 1981 | ACCEPTANCE DATE BY CONTRACT AGENCY March 19, 1982 | TIME ELAPSED 35 % | CONTRACT TIME ~~80 CD~~ 85 CD |
| APPROVED EXTENSIONS | LOCATION U.S. Hwy. 97-U.S. Hwy. 26 Section of FAS B400 (Adams Drive) south of Madras. | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   Besides additional and incidental, work on this project involved construction of asphalt concrete pavement and approaches.

2. Contractor's Name: R. L. Coats

3. Contract Amount: $266,592.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested. ✓

Signature (SHD Official)

Title Constr. Engr.

5-23-83
cc. D. Allen
W. Robertson
B. Church
J. Peterson
W. Hart
D. [illegible]
D. Swan

A final inspection of the completed work was made on 10/1/81. Participation for County Engineering charges shall be in accordance with our letter of March 7, 1983 to OSHD. NOTE: Ken Johnson of Accounting has been auditing "Kerns" & will write response.
Don H.

NOTE!!

RECEIVED
W. E. SCH[illegible]
MAY 20 1983
CONSTRUCTION SECTION

___ CE ___
___ CAE ___
___ FOE ___
___ OCS ___
___ SCS ___
___ EEO ___
___ OM ___
___ CA ___
___ LS ___
___ TC ___
___ PE ___

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE Original Signed By D. B. Carter<br>D. B. Carter | | SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer<br>G. K. Hossner | |
| TITLE Area Engineer | DATE 5/18/83 | TITLE Field Operations Engineer | DATE 5/18/83 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

MH

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ministration

THE OR ON DIVISION - SALEM

el: Oregon Project RS-B400(1)
Adams Drive, FASC-B400, Jefferson County
Engineering Charges
(Mr. Swan's ltr, 2-1-83

Date: March 7, 1983

Reply to Attn. of: HFO.4/5-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Swan's transmittal requesting our concurrence in all engineering costs incurred during the period of January 1, 1980 through March 31, 1981 for the Adams Drive project.

Based on the information submitted, we concur that the work was performed under the authority of a public agency, and we will consider it eligible for Federal-aid participation. However, since non-public employees were used for some of the work without our knowledge or prior approval - and since no specific rate was set for Mr. Kerns - our participation is limited to an hourly rate of $18.00 for Mr. Kerns, with the other crew members receiving an hourly rate equivalent to what Jefferson County employees would have received for the skill classification employed, with the total manhours limited to 2,365.

Payroll additives and any other supportable charges which would normally be eligible for public agency engineering services on Federal-aid projects are considered to be "participating" on this project at the County equivalent rates for these items.

This decision is limited to this particular circumstance and should not be considered precedent-setting. Your procedures should be strengthened to eliminate the possibility of this situation occurring on future projects.

Please advise me of your determination of eligible costs, including wage rates and time distribution.

Original Signed By
ROBERT R. HATHAWAY
Asst. Division Administrator
Dale E. Wilken

cc:
OSHD (Mr Swan, Proj Mgmt)

3-31

9075

file E.

1-6-82

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| Central Oregon Pavers, Inc.<br>No. 9075 | Madras Prineville Hwy.-S. McMeen Co.<br>Jefferson County | Dec. 8, 1981 |
| MOCON Corp.<br>No. 9147 | S.E. 92nd Ave.-S.E. Lester Ave.<br>Multnomah & Clackamas Counties | Dec. 9, 1981 |
| Kizer Excavating Co.<br>No. 9209 | Dundee/Newberg Rd. @ SPRR X'ing<br>Yamhill County | Dec. 10, 1981 |
| Maxwells Electric, Inc.<br>No. 9130 | C.B.D. Traffic Signals (Portland)<br>Multnomah County | Dec. 14, 1981 |
| Comco Const., Ore. Ltd.<br>dba Salem Rd. & Driveway Co.<br>No. 9274 | McLeod Lane N.E.-Oregon Electric Railroad<br>Marion County | Dec. 16, 1981 |
| Electric Corp.<br>No. 9243 | Clackamas Hwy. @ S.E. River Rd. (Milwaukie)<br>Clackamas County | Dec. 15, 1981 |
| W.R. Grasle Co.<br>No. 9166 | Walker Rd. @ Cedar Hills Blvd. (Beaverton)<br>Washington County | Dec. 16, 1981 |
| Linnco Electric Co.<br>No. 9230 | Santiam Hwy. @ Clay St. (Albany)<br>Linn County | Dec. 15, 1981 |
| Traffic Marking Specialists, Inc.<br>No. 9163 | Multn. Co. Pavement Marking Proj. No. 2<br>Multnomah County | Dec. 11, 1981 |
| F.E. Ward, Inc.<br>No. 9236 | Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges<br>Klamath County | Dec. 11, 1981 |
| Hamilton Electric, Inc.<br>No. 9202 | McKenzie Hwy. @ 42nd. St. (Springfield)<br>Lane County | Dec. 18, 1981 |
| Babler Bros., Inc.<br>No. 9310 | Madras - Bear Drive<br>Jefferson County | Dec. 24, 1981 |

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| A.K. Lundmark & Son, Inc.<br>No. 9286 | Deschutes River (Twin Bridges Rd.) Bridge<br>Deschutes County | Dec. 29, 1981 |
| Hamilton Electric, Inc.<br>No. 8918 | S.E. Monterey Ave.-S.E. Harmony Rd.<br>Clackamas County | Dec. 29, 1981 |
| Douglas S. Coats, Inc.<br>No. 9266 | Hay Canyon Creek Bridge<br>Sherman County | Dec. 29, 1981 |
| A.K. Lundmark & Son, Inc.<br>No. 9287 | Little Deschutes River (Masten Rd.) Bridge | Dec. 30, 1981 |
| Kniesteadt & Sons<br>No. 9283 | Powder River (Beaver Creek Rd.) Bridge<br>Baker County | Dec. 30, 1981 |
| Hertz Electric, Inc.<br>No. 9181 | Cornell Rd. @ Murray Blvd.<br>Washington County | Dec. 30, 1981 |

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9075

December 16, 1981

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

COM 5
#9075

Gentlemen:

On December 9, 1981, we wrote to you concerning release of final payment on Contract No. 9075 awarded to Central Oregon Pavers, Inc. for work on the Madras/Prineville Highway-S. McMeen Creek Section of the Metolius-Grizzly County Road in Jefferson County.

Final payment on this contract is $1,934.36 and the total contract amount is $208,600.33. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Central Oregon Pavers, Inc.
P. O. Box 728
Redmond, OR 97756

bc: C. T. Keasey
Walt Hart
Dale Allen

9075

FORM 734-3001
OREGON STATE HIGHWAY DIVISIO

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MADRAS/PRINEVILLE HW
- S. McMEEN CR.

WEEK ENDING: July 11-81

SECTION PREFIX: 216-1049

HIGHWAY: Metolius/Grizzly Rd.

COUNTY: Jefferson

NAME OF JOB: Madras/Prineville Hwy./S. McMeen Cr.

KIND OF WORK: Grading and Oiling

CONTRACTOR: Central Oregon Pavers

CONTRACT NUMBER: 9075

FEDERAL AID PROJECT NUMBER: SOS - 1600(1)

DATE OF CONTRACT: January 11, 1980

DATE WORK STARTED: February 20, 1980

ESTIMATED COMPLETION DATE: [redacted]

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS: work 150

WORK DAYS USED
CALENDAR DAYS USED: 150

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $216,371.01

EXCLUSIVE OF ENGINEERING: $199,213.94

ENGINEERING AUTHORIZATION: $17,157.17

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $209 172.47

ENGINEERING COST TO DATE: $13087.29

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103

ESTIMATED PERCENT: OVERRUN 5%

PERCENT OF AUTHORIZATION: 76%

DATE PROJECT WAS COMPLETED: June 16-81

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | 100 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 1.37 | 1.37 | | 1.37 | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 1.37 | 1.37 | | 1.37 | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | $17,796 | 18,100 Ton | | 900 cu. yds | |
| TOTAL QUANTITIES CORRECTED TO DATE | 16 850 | 18 333 | | 900 | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 16 850 | 18 333 | | 900 | |
| AVERAGE DAILY QUANTITIES | 0 | 0 | | 0 | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 | 0 | | 0 | |
| NUMBER OF SHIFTS PER DAY | 0 | 0 | | 0 | |
| HOURS PER SHIFT | 0 | 0 | | 0 | |

EQUIPMENT USED DURING THE WEEK: None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

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| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Showers | 0 | | Project Completed |
| MONDAY | Cloudy | 0 | | " " |
| TUESDAY | Cloudy | 0 | | " " |
| WEDNESDAY | Fair | 0 | | " " |
| THURSDAY | Fair Cloudy | 0 | | " " |
| FRIDAY | | 0 | | " " |
| SATURDAY | | 0 | | " " |

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| **SUNDAY** | |
| **MONDAY** | working on Semi-final Estimate. |
| **TUESDAY** | Same |
| **WEDNESDAY** | Same |
| **THURSDAY** | Same |
| **FRIDAY** | |
| **SATURDAY** | |

## REMARKS

Submitted semifinal estimate to Region July 10, 1981

Final Weekly Report!

SIGNED W. W. Robertson Bend 97701
W. W. Robertson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9075

L.

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER
7-90
PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**

7-981

ate
Oregon
County
Jefferson
Project Number
SOS-1600 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 22, 1978, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 231,371.00 | $ 250,672.00 |
| Federal funds | $ 198,446.00 | $ 215,000.00 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of July, 1981.

Oregon State Highway Division
(Official name of Highway Agency)

By

Ass't. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon July 10, 1981

Federal Aid Project
No. SOS-1600 (1)

Madras/Prineville Hwy.-S. McMeen Cr. Section
Metolius/Grizzly County Road
Jefferson County

## Revised Project Agreement Estimate

### Type Code PE

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 15,000.00 |

### Type Code 5221
### Roadway (Sta. 74 + 00 to Sta. 146 + 50)

| | |
|---|---|
| Subtotal of previous estimate of January 23, 1980 | $ 190,635.25 |

### Previous Estimate

| | | | | |
|---|---|---|---|---|
| Flagman | 140 Hour | 20.15 | | $ 2,821.00 |
| AR-2000 Asphalt in Asphalt Macadam | 70 Ton | 222.00 | | 2,821.00 |
| | | | Total | $ 18,361.00 |

### Revised Estimate

| | | | | |
|---|---|---|---|---|
| Flagman | 326 Hour | 20.15 | | 6,586.90 |
| AR-2000 Asphalt in Asphalt Macadam (P.A. #2) | 0 | 0 | | 0.00 |
| Emulsified Asphalt (P.A. #2) | 101.65 | 212.00 | | 21,549.80 |
| Asphalt Cement in Mixture (P.A. #4) | 55.41 Ton | 182.04 | | 10,086.84 |
| | | | | 38,223.54 |
| | | | Increase | 19,862.54 |
| | | | Subtotal | 210,497.79 |
| | | | Engineering | 25,174.21 |
| | | | Total | $ 235,672.00 |

Length of Roadway - - - - - - - - - - - 1.373 mi.
Cost of Roadway Per Mile- - - - - - - - $ 171,647.49

## Summary of Funds

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| Preliminary Engineering | $ 15,000.00 | $ 12,865.00 | $ 2,135.00 |
| Roadway | 235,672.00 | 202,135.00 | 33,537.00 |
| Total | $250,672.00 | $ 215,000.00 | $ 35,672.00 |

Group 1 - 100%
Contract No. 9075
Prefix - 216 - 1974
Prefix - 216 - 1049

1015

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | orm Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>2 - 38 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Jefferson |
| MODIFICATION NUMBER<br>1 | | Project Number<br>SOS-1600(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 22, 19 78, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 15,000.00 | $ 231,371.00 |
| Federal funds | $ 12,865.00 | $ 198,446.00 |
| Other revisions | | |

This modification is made for the following reasons: To include the Construction Phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ~~28~~ 4th day of ~~January~~ February, 19 80.
Sw

OREGON STATE HIGHWAY ENGINEER
*(Official name of Highway Agency)*

By

Operation Programming Engineer
*(Title)*

~~By~~ For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

file

Oregon State Highway Division
Salem, Oregon, January 23, 1980

Federal Aid Project
No. SOS-1600(1)

MADRAS/PRINEVILLE HWY. - S. McMEEN CR. SECTION
METOLIUS/GRIZZLY COUNTY ROAD
JEFFERSON COUNTY

Revised Project Agreement.

Type Code PE

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 15,000.00 |

Type Code 5221
Roadway (Sta. 74+00 to Sta. 146+50)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 4,500.00 |
| Temporary Protection and Direction of Traffic | All Required | | 2,000.00 |
| Temporary Signs | 274 Sq.Ft. | 5.00 | 1,370.00 |
| Temporary Barricades | 2 Each | 50.00 | 100.00 |
| Flagmen | 140 Hour | 20.15 | 2,821.00 |
| Chain Saw | 40 Hour | 3.75 | 150.00 |
| Loader | 40 Hour | 50.00 | 2,000.00 |
| Motor Grader | 50 Hour | 42.50 | 2,125.00 |
| Roller | 40 Hour | 50.00 | 2,000.00 |
| Tractor With Dozer | 40 Hour | 65.00 | 2,600.00 |
| Tractor With Dozer and Ripper | 40 Hour | 80.00 | 3,200.00 |
| Dump Truck | 80 Hour | 39.50 | 3,160.00 |
| Backhoe | 25 Hour | 42.00 | 1,050.00 |
| Laborers | 75 Hour | 20.15 | 1,511.25 |
| Watering | 390 M.Gal. | 15.00 | 5,850.00 |
| Aggregate Subbase | 14,100 Ton | 6.50 | 91,650.00 |
| 3/4"-0 Aggregate Base | 4,000 Ton | 7.00 | 28,000.00 |
| Aggregates in Asphalt Macadam | 900 Cu.Yd. | 13.00 | 11,700.00 |
| AR-2000 Asphalt in Asphalt Macadam | 70 Ton | 222.00 | 15,540.00 |
| Asphalt in Seal Coat | 20 Ton | 222.00 | 4,440.00 |
| Furnish 18-inch Culvert Pipe | 106 Lin.Ft. | 8.00 | 848.00 |
| Furnish 72-inch Culvert Pipe | 12 Lin.Ft. | 85.00 | 1,020.00 |
| Roadside Seeding and Mulching | 2 Acre | 1,000.00 | 2,000.00 |
| | | | $ 189,635.25 |

| Anticipated Items | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 500.00 |
| Temporary Erosion Control | All Required | 500.00 |
| | | $ 1,000.00 |
| | Subtotal | $ 190,635.25 |
| | Engineering | 25,735.75 |
| | Total | $ 216,371.00 |

Length of Roadway -------- 1.373 mi.
Cost of Roadway Per Mile ---------- $ 157,589.95

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| Preliminary Engineering | $ 15,000 | $ 12,865 | $ 2,135 |
| Roadway | 216,371 | 185,581 | 30,790 |
| Subtotal | $ 231,371 | $ 198,446 | $ 32,925 |
| Reserve | 19,301 | 16,554 | 2,747 |
| Total | $ 250,672 | $ 215,000 | $ 35,672 |

Group 1 100%
Contract No. 9075
Prefix 216-1974
Prefix 216-1049

* Note: Limited amount.

Form PR-

9075

STATE COPY

OMB No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>9-221 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>9-22-78 | State<br>Oregon<br>County<br>Jefferson<br>Project No.<br>SOS-1600 (1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx 10 mi. S.E. of Madras

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 8-16-78 | 3.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS Pro Rata 85.77%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 15,000.00 | FEDERAL FUNDS<br>$ 12,865.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

By For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator SEP 22 197

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon September 18, 1978

Federal Aid Project
No. SOS-1600 (1)

Madras/Prineville Hwy.-S. McMeen Cr. Section
in Jefferson County

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $15,000.00 |
| | TOTAL | $15,000.00 |

Length of Project --------------- 3.0 miles

SUMMARY OF FUNDS

| Description | Total Costs | Federal Funds | County Funds |
|---|---|---|---|
| Preliminary Engineering | $ 15,000.00 | $ 12,865.00 | $ 2,315.00 |
| Retain in PS&E Status | 236,000.00 | 202,135.00 | 33,865.00 |
| TOTAL | $251,000.00 | $215,000.00 | $36,000.00 |

Group 1 - 100%
Prefix: 216-1974

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TOTAL TO DATE JOB COST SUMMARY                                          JANUARY 1981        PAGE  628
                                                                            FISCAL          GRAND TOTAL
DESCRIPTION OF JOB.OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                                   216   1972     298      00 N 9                                  743.51
                                   216   1972     905      00 P 1                                  100.63
                                   216   1972     914.     00 P 1                                  281.05
                                                  TOT      P1                                      381.68
                                              ** JOB TOTALS **            **               **      381.68  **

                                                                                                          STATE
  MADRAS-PANVIL HWY-GRIZZLY RD  CONT NO      * FA PROJ NOS SOS 600001 100                       14,069.99CR
                                   216   1974     296      00 N 9                                1,635.00
                                   216   1974     297      00 N 9                               12,434.99
                                   216   1974     298      00 N 9                                8,210.80
                                   216   1974     901      00 P 1                                3,760.21
                                   216   1974     905      00 P 1                                  779.86
                                   216   1974     910      00 P 1                                   28.53
                                   216   1974     912      00 P 1                                   10.56
                                   216   1974     913      00 P 1                                    6.40
                                   216   1974     914      00 P 1                                   38.46
                                   216   1974     918      00 P 1                                   84.06
                                   216   1974     920      00 P 1                                1,536.28
                                   216   1974     921      00 P 1                                   17.36
                                   216   1974     922      00 P 1                                   25.54
                                   216   1974     923      00 P 1                               14,498.06
                                                  TOT      P1
                                              ** JOB TOTALS **            **               **   14,498.06  **

                                                                                                          STATE
  GRANDVIEW @ CLOVERLAWN DR      CONT NO     * FA PROJ NOS SOS 700001 100  703.55CR      703.55CR  15,362.38CR
                                   217   1920     296      00 N 9          703.55        703.55     2,233.55
                                   217   1920     297      00 N 9                                   13,128.83
                                   217   1920     298      00 N 9                           .70       502.30
                                   217   1920     901      00 P 1                                       60.71
                                   217   1920     901      00 N 1                                   12,800.00
                                   217   1920     904      00 P 1                                      628.01
                                   217   1920     905      00 P 1                                      130.40
                                   217   1920     906      00 P 1                                       31.02
                                   217   1920     911      00 P 1                                       57.55
                                   217   1920     914      00 P 1                                       11.88
                                   217   1920     920      00 P 1                                      511.02
                                   217   1920     921      00 P 1                                       42.65
                                   217   1920     922      00 P 1                                      586.84
                                   217   1920     923      00 P 1                           .70    15,301.67
                                                  TOT      P1                                          60.71
                                                  TOT      N1
                                              ** JOB TOTALS **            **                .70  **  15,362.38  **

                                                                                                          STATE
  SPRR XING @ CHOCKYOOT ST       CONT NO     * FA PROJ NOS RRP 133002 100                111.55        111.55
                                   218   1916     295      00 N 9                      111.55CR        979.65CR
                                   218   1916     296      00 N 9
```

1-81

9075

9075

December 21, 1979

COM 4

Jefferson County Court
Courthouse
Madras, Oregon 97501

Attn: Mr. Don Wood
County Roadmaster

Gentlemen:

On December 20, 1979 a satisfactory bid was received from Central Oregon Pavings Inc., P.O. Box 728, Redmond, Oregon 97756 for the Madras/Prineville Hwy.-S. McKoen Creek Section on the Metolius-Grizzley Road. This is an OFF SYSTEM Project # SOS-1600(1). The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $189,635.25 |
| Permanent Pavement Striping | $ 500.00 |
| Temporary Erosion Control | 500.00 |
| 4 1/2% Contingencies | 8,578.59 |
| 9% Engineering | 17,157.17 |
| Est. Construction Costs | $216,371.01 |
| Est. PE Costs | 12,000.00 |
| Est. Total Project Cost | $228,371.01 |
| Less Federal Funds(86% of $228,371.01)= | 196,399.07 |
| Less PE Advance Deposit | 2,135.00 |
| County share of project costs | $ 29,836.94 |

Rec'd 1-11-80
Informed Unvin + Region

By rounding the County's Advance Deposit will be $29,850.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than January 11, 1980.

Please make your check for $29,850.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Orig. Signed by Swan

D. E. Swan
Operation Programming Engineer

DES:pf

bcc w/AD # 707: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 707 when check is received.

9075

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

11-28-79

FEDERAL AID PROJECT NO.: SOS-1600(1)

STATE PROJECT NO.: See below

COUNTY NAME: Jefferson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 80376

FROM:

G. L. Green, Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 - '79
REFER TO Macluring
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

12-5 orig

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 8-16-78 | 11-28-79 | Non-Federal-aid |
| | | STATE ROUTE NUMBER |
| | | County Road |

GENERAL LOCATION:

Madras/Prineville Hwy - South McMan Cr.

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 11-20-79 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 11-28-79 | G.K. Hessner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-916

9075

Jefferson County

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 20, 1979

**FROM:** Rod Henry, Assistant
Right of Way Manager

**SUBJECT:** Right of Way Certification
F. A. Projects
Bid Opening December 20, 1979

**TO:** D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. SOS-1600(1) Highway No. 2016 - County

Federal-aid Project Name Madras/Prineville Hwy.-S. McMeen Cr.

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[X] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

REFERRED TO
Beard
Staudenmeyer
Cole
Sample
Eriksen F.E.
Watson
Hager
Dorn
Lau
J.C.V.
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Versteeg
Anderson
Christensen Don
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 21 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

9075

Jefferson

ROAD DESIGN SECTION

Wilmer W. Robertson
Resident Engineer

November 6, 1979

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

**Subject:** Madras/Prineville Hwy.-S. McMeen Creek Section
County Road (Metolius/Grizzly Road)
Jefferson County

The detail map for the project indicated the existing right-of-way width was 60 feet and that additional right-of-way was required at several locations to contain the new construction cut and fill slopes. We were advised the County had been furnished a copy of the map and would obtain the additional right-of-way required.

From Station 146+00 to 149+20, Left, the slopes are outside the normal 30-foot right-of-way but the need for additional right-of-way was not shown.

We have shown a proposed right-of-way line on the attached copy of the construction plans. Please advise the County of the need for this right-of-way so they can obtain it.

FE:ja

Attachment

REFERRED TO
Beard
Cole
Eriksen
Hager
Cloud[illegible]
Sample
Watson
Lau
Dunn
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

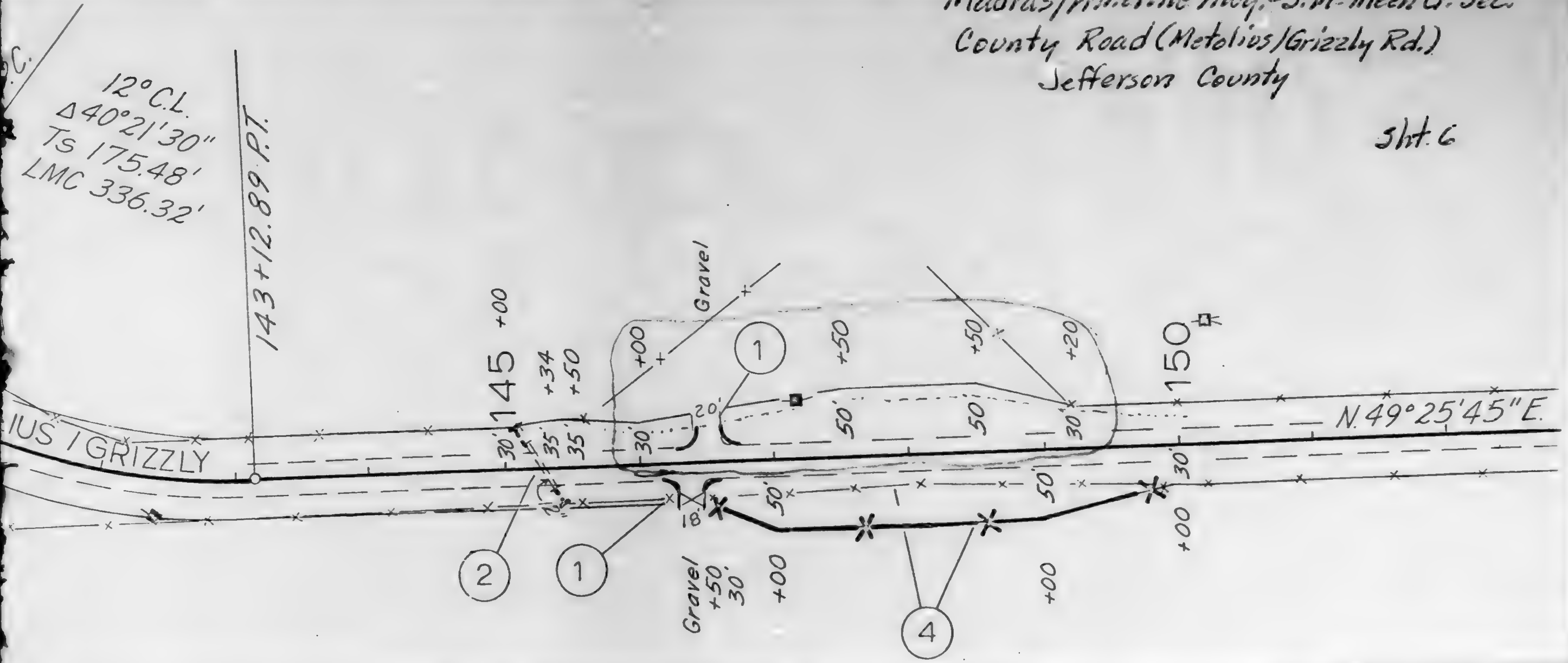
Versteeg
Anderson
1 Christ[illegible]
Olson
Sullivan
T[illegible]
T[illegible]
Wak[illegible]

RECEIVED
NOV 6 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Madras/Prineville Hwy.-S. McMeen Cr. Sec.
County Road (Metolius/Grizzly Rd.)
Jefferson County

Sht. 6


12° C.L.
Δ40°21'30"
Ts 175.48'
LMC 336.32'
143+12.89 P.T.
IUS / GRIZZLY
N.49°25'45"E.
145 +00
+34
+50
30'
35'
35'
150
+00
+00
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+20
Gravel
Gravel
+50
30'
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18
1
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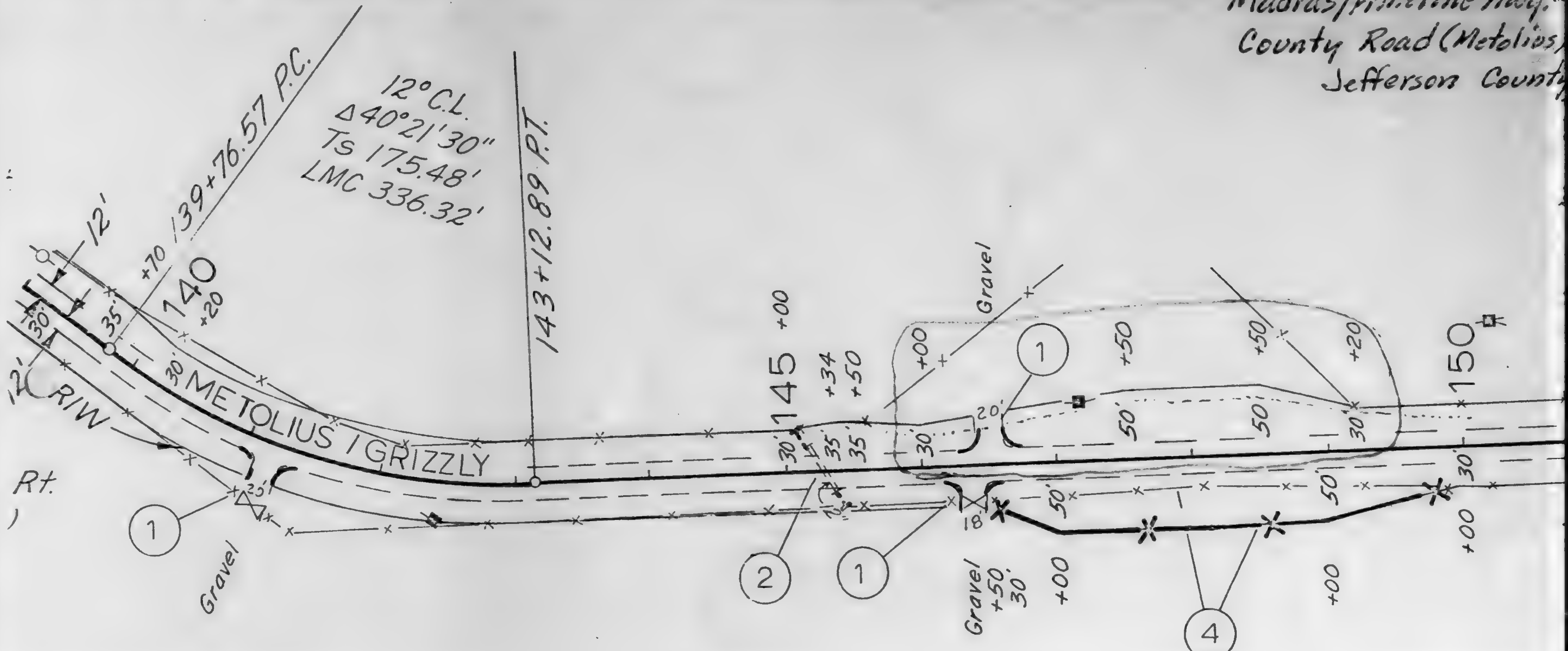
4

16.22

Madras/Prineville Hwy.
County Road (Metolius)
Jefferson County



12'
+70 139+76.57 P.C.
12°C.L.
Δ40°21'30"
Ts 175.48'
LMC 336.32'
143+12.89 P.T.
140
+20
35'
30'
30
12'
R/W
METOLIUS / GRIZZLY
Rt.
1
Gravel
25'
145
+00
+34
+50
30'
35'
35'
2
1
12'
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+00
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20'
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50'
+50
50
+20
30'
150
30
18'
Gravel
+50
30'
+00
50'
50
+00
+00
4

76.22

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TOTAL TO DATE JOB COST SUMMARY                                            OCTOBER 1979        PAGE 436
                                                                            FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION  GR  CURRENT MONTH  YEAR TO DATE     TO DATE

                                                                                                        STATE
  SPTC XING @ SAGE RD-CENT PNT  CONT NO        FA PROJ NOS RRP 00S016 100
                                  215   1966       905       00 P 1                                56.10
                                                   TOT       P1                                    56.10
                                                ** JOB TOTALS **               **              **      56.10  **

                                                                                                        STATE
  SPTC @ SO STAGE ROAD          CONT NO        FA PROJ NOS RRS 00S003 100
                                  215   1970       905       00 P 1                 116.09            116.09
                                                   TOT       P1                     116.09            116.09
                                                ** JOB TOTALS **               **   116.09  **        116.09  **

                                                                                                        STATE
  SPTC@11TH ST (WHITE CITY)     CONT NO        FA PROJ NOS RRS 00S004 100
                                  215   1971       905       00 P 1      62.31        62.31            62.31
                                                   TOT       P1          62.31        62.31            62.31
                                                ** JOB TOTALS **         62.31  **    62.31  **        62.31  **

                                                                                                        STATE
  UPRR XING @ STRAUN RD         CONT NO        FA PROJ NOS RRO 00S033 100                             343.51CR
                                  216   1972       296       00 N 9                                   343.51
                                  216   1972       298       00 N 9                                   100.63
                                  216   1972       905       00 P 1                                   281.05
                                  216   1972       914       00 P 1                                   381.68
                                                   TOT       P1
                                                ** JOB TOTALS **               **              **     381.68  **

                                                                                                        STATE
  MADRAS-PRNVIL HWY-GRIZZLY RD  CONT NO        FA PROJ NOS SOS 600001 100
                                  216   1974       296       00 N 9   2,516.69CR    3,618.35CR    12,095.14CR
                                  216   1974       297       00 N 9                                 1,635.00
                                  216   1974       298       00 N 9   2,516.69      3,618.35      10,460.14
                                  216   1974       901       00 P 1                   153.24       8,126.38
                                  216   1974       905       00 P 1     282.50CR    2,771.83       2,771.83
                                  216   1974       910       00 P 1                   102.72         779.86
                                  216   1974       912       00 P 1      19.02         19.02          19.02
                                  216   1974       913       00 P 1                                   10.56
                                  216   1974       918       00 P 1       2.50         38.46          38.46
                                  216   1974       920       00 P 1                                   12.14
                                  216   1974       922       00 P 1       9.44          9.44           9.44
                                  216   1974       923       00 P 1      25.54         25.54          25.54
                                                   TOT       P1         226.00CR    3,120.25      11,793.23
                                                ** JOB TOTALS **        226.00CR**  3,120.25  **  11,793.23  **

                                                                                                        STATE
  GRANDVIEW @ CLOVERLAWN DR     CONT NO      * FA PROJ NOS SOS 700001 100
                                  217   1920       296       00 N 9                 1,375.30CR    14,805.30CR
                                  217   1920       297       00 N 9                                 1,530.00
                                  217   1920       298       00 N 9                 1,375.30      13,275.30
```

9075

OREGON

RANSPORTATION

AY DIVISION 10-24-7

SED PROJECT

# Y.-S. McMEEN CR. SEC.

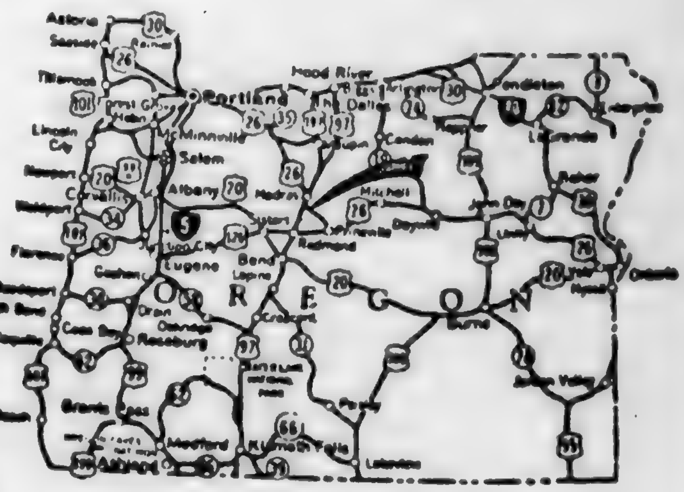
## LIUS/GRIZZLY RD.)

## COUNTY

PRELIMINARY COPY
OCT 23 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

| MADRAS NEVILLE HWY-S. McMEEN CR. SEC.<br>COUNT ROAD (METOLIUS/GRIZZLY RD.)<br>JEFFERSON COUNTY | | | | SHEET No. 1 |
|---|---|---|---|---|
| ID ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

SOS


Astoria
Portland
Hood River
The Dalles
Pendleton
Salem
Albany
Madras
Redmond
Bend
Eugene
Roseburg
Medford
Klamath Falls
Burns
OREGON

APPROVED ________________ 19____

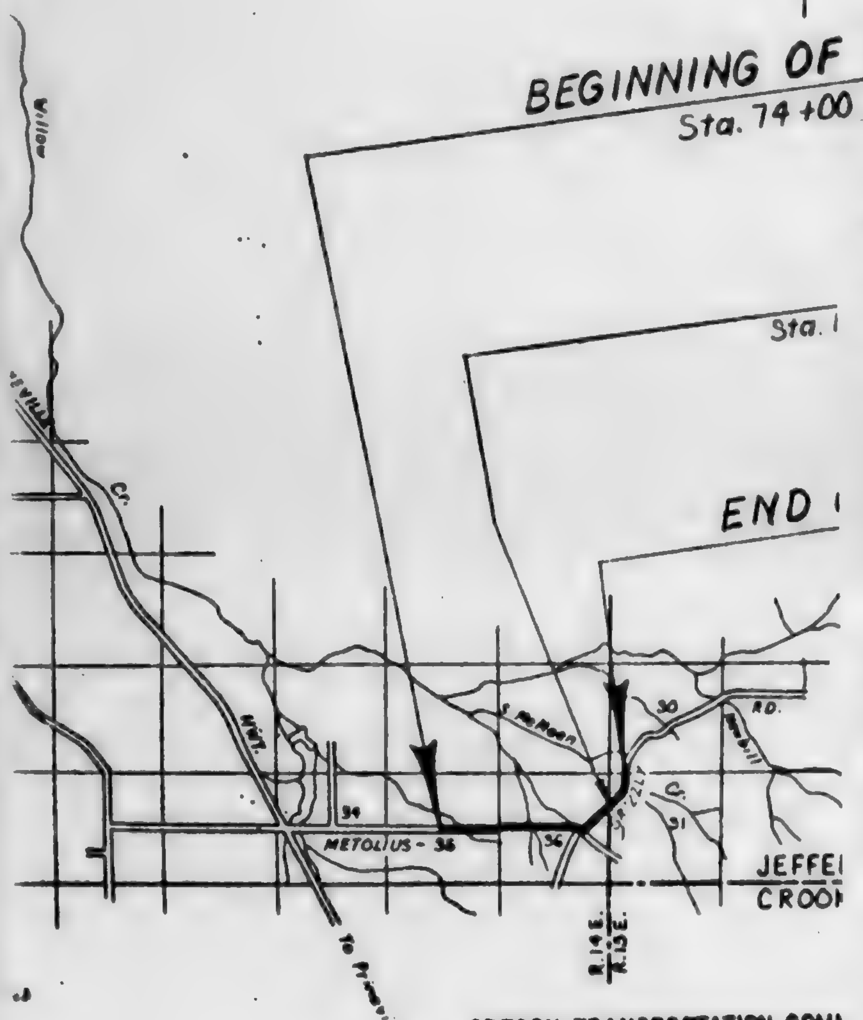
COUNTY COURT OF ____________ COUNTY

BY ________________

COUNTY JUDGE

________________ COUNTY COMMISSIONER

________________ COUNTY COMMISSIONER


BEGINNING OF PROJECT
Sta. 74+00
Sta.
END
S. McMeen
HWY.
CR.
RD.
METOLIUS - 35
34
36
30
31
JEFFE
CROO
R.14E.
R.15E.
To Prineville

OREGON TRANSPORTATION COM
Anthony Yturri CHAIRMA
Tom Walsh VICE CH
Gordon Coleman COMMISS
Peter J. Brix COMMISS
Michael P Hollern COMMISS
Fred B Klaboe DIRECTO

---

ROUTING SLIP—DEPT. OF TRANSPORTATION — Date: 10-24-79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lane Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
~~Radio~~
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
~~Metropolitan~~
[✓ Region Number 4]
~~District Number~~ ______

ATTENTION:

John Hagedorn

FROM:

KR

COMMENTS:

Please forward to the county for their consideration and approval.

Form 731-0022 (7/78) SP*70682-734

9075

[illegible]
117 DOT Building
Salem, Oregon 97310

Highway# 2016

Prefix 216-1974

Attention: Right-of-Way Section 10-16-79

Subject: Federal Aid Project No. 505-1600(1)
Project Name Madras/Prineville Hwy. - S. McMrey Cr.
Metolius-Grizzley Rd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

or

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Madras, Oregon, this 16th day of October, 1979

County of JEFFERSON

Herschel Read
County Judge/Chairman

Gordon Galbraith
Commissioner

Commissioner

Certified By:

Right-of-Way Supervisor

Instructions: Complete A or B and C
File No. ________
Rev. 1/76

```
SP    NG @ MAIN ST-ASHLND     CONT NO        FA PROJ NOS RRS 840001 100                                                     STATE
                                 215   1965       905      00 P 1                                          62.28
                                                  TOT      P1                                              62.28
                                             ** JOB TOTALS **             **                **             62.28  **

SPTC XING @ SAGE RD-CENT PNT  CONT NO        FA PROJ NOS RRP 00S016 100                                                     STATE
                                 215   1966       905      00 P 1                                          56.10
                                                  TOT      P1                                              56.10
                                             ** JOB TOTALS **             **                **             56.10  **

UPRR XING @ STRAUN RD         CONT NO        FA PROJ NOS RRO 00S033 100                                    00               STATE
                                 216   1972       296      00 N 9                                         343.51CR
                                 216   1972       298      00 N 9                                         343.51
                                 216   1972       905      00 P 1                                         100.63
                                 216   1972       914      00 P 1                                         281.05
                                                  TOT      P1                                             381.68
                                             ** JOB TOTALS **             **                **            381.68  **

MADRAS-PRNVIL HWY-GRIZZLY RD  CONT NO        FA PROJ NOS SOS 600001 100                                                     STATE
                                 216   1974       296      00 N 9       597.02CR          597.02CR      9,073.81CR
                                 216   1974       297      00 N 9                                       1,635.00
                                 216   1974       298      00 N 9       597.02            597.02        7,438.81
                                 216   1974       901      00 P 1                                       7,973.14
                                 216   1974       910      00 P 1                                         677.14
                                 216   1974       913      00 P 1                                          10.56
                                 216   1974       920      00 P 1                                          12.14
                                                  TOT      P1                                           8,672.98
                                             ** JOB TOTALS **             **                **          8,672.98  **
```

Told Erickson
$10,000 for PE
8/20/79

```
OTAL TO DATE JOB COST SUMMARY                                            JULY 1979          PAGE  388

                                                                           FISCAL           GRAND TOTAL
CRIPTION OF JOB OR DEPARTMENT        PREFIX      FUNCTION   GR  CURRENT MONTH  YEAR TO DATE      TO DATE

RANDVIEW @ CLOVERLAWN DR      CONT NO      * FA PROJ NOS SOS 700001 100                                    00            STATE
                                 217   1920       296      00 N 9                                      13,430.00CR
                                 217   1920       297      00 N 9                                       1,530.00
                                 217   1920       298      00 N 9                                      11,900.00
                                 217   1920       901      00 P 1                                         618.75
                                 217   1920       901      00 N 1                                          60.71
                                 217   1920       904      00 P 1                                      12,800.00
                                 217   1920       905      00 P 1                                         656.13
```

9675

9075

Jefferson Co.

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
May 16, 1979

1859

FILE: 216-1974

FROM: Jerry C. Thackery
Region Design Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Location Information
Madras-Prineville Highway to
South McMeen Creek, County Road
Jefferson County
Prefix: 216-1974

Project goes from MP 1.4 to MP 4.

Attached for your review find the following location information and supporting data:

1 - Roll Plan and Profile
1 - Each Location Engineer's Statement
Location Engineer's Narrative Report
1 - Pad Quantity Summary and Cost Estimate
1 - Pad Sub-Grade and Superelevations
1 - Pad Earthwork Calculations
1 - Pad Traverse Sheets
1 - Book Field Notes (Transit, Level, "X" Section & Topog)
1 - Set Surfacing Calculations
also 2 rolls X-sections - D. Lendley

To D Christensen
7-2-79
see attached letter

The Resident Engineer has covered the major and minor areas of interest well in his narrative report. The only point I would like to draw special attention to is the paragraph concerning the project limits.

As stated, these limits may be adjusted by Jefferson County when the bids come in to fit available revenue of $250,000, designated for this project. This flexibility was the reason for setting the grading work up as equipment rental.

Fully Funded
at a Total # 215,000 Federal
funds for this Project

JCT:pw
Enclosure

cc: W. Robertson
J. Hagedorn

To City-County
5-18-79
Returned
5/18/79

9075

## MADRAS PRINEVILLE HWY. S. McMEEN CR.

## NARRATIVE REPORT

4-30-79

Standards for this project were obtained from the Geometric Design Standards for Highways other than Freeways 1969. The vertical profile revisions were made to allow 40 M.P.H. stopping sight distances. The maximum horzintal curvature is 12 degrees, maximum percent of grade is 6.65 and the maximum superelevations are .05 per ft.

The traffic on this project was approximatly ten cars per day during the location survey. Slightly heavier traffic is anticipated during construction.

Grading work will be performed on equipmental rental basis. This will save on engineering money and be satisfactory in the completion of this type of project.

A few trees will have to be cut and a few will require trimming only.

Water may be obtained from Hay Stack Reservoir.

The two typical sections shown were requested by the county as their experience on the orginal road bed proved extra base material would be required on the areas shown, also upon excavating these areas it will balance the grading on the project. During the time of construction it may be less expensive to borrow material Lt. Sta. 146+00 or Rt. of Sta. 188+00 and leaving the old grade in place with additional 6" of base material on areas shown.

Project limits are Sta. 74+00 to Sta. 205+00. This may be adjusted to the moneys available for project.

A proposed quarry for this project is located 3.5 miles towards Madras from Sta. 228. A development plan has been included in this project datum. Jefferson County will handle negotiations for this area. This quarry has been in use for sometime and maybe ripped to obtain material for this project.

Fencing will be constructed by Jefferson County. Also the R/W acquisition will be by Jefferson County.with assistance from the State of Oregon.

The utilities to be adjusted include power poles and a under ground telephone cable. The BPA transmission line x-ing at Sta. 145+50 is far above ground level and no towers within 300 ft. of roadway.

H W Robertson
4-30-79

9075 STATE OF OREG INTERO CE MEMO 1

TO: FILES

DATE: February 28, 1979

FROM: A Prange
for Gerald Wimer
Local Government Manager

SUBJECT: Project Redesignation
M.P. 1.4 to M.P. 4.9
Metolius-Grizzly Road
Jefferson County

We are redesignating Jefferson County's SOS project to fit the above description. It was formerly known as the Madras/Prineville Hwy.-S. McMeen Creek Section on Metolius-Grizzly Road. All records should be revised to reflect this name change and the attached map should be substituted.

HR:pf
Attachment

cc w/attachment:
- F. B. Klaboe ✓
- H. S. Coulter
- E. S. Hunter
- D. H. Moehring
- C. T. Keasey
- L. W. Rulien
- C. W. Head
- George Bell
- V. E. Skoog
- J. H. Versteeg
- L. E. George
- F. E. Terpin
- W. T. Hart
- J. B. Boyd
- R. Trygstad
- G. Potter
- D. O. Christensen
- J. Sullivan
- F. W. Yarbrough
- W. H. Wakerlig
- G. W. Wimer
- B. L. Gifford
- Region 4
  - Dale Allen
  - John Hagedorn
  - Harold Brainerd

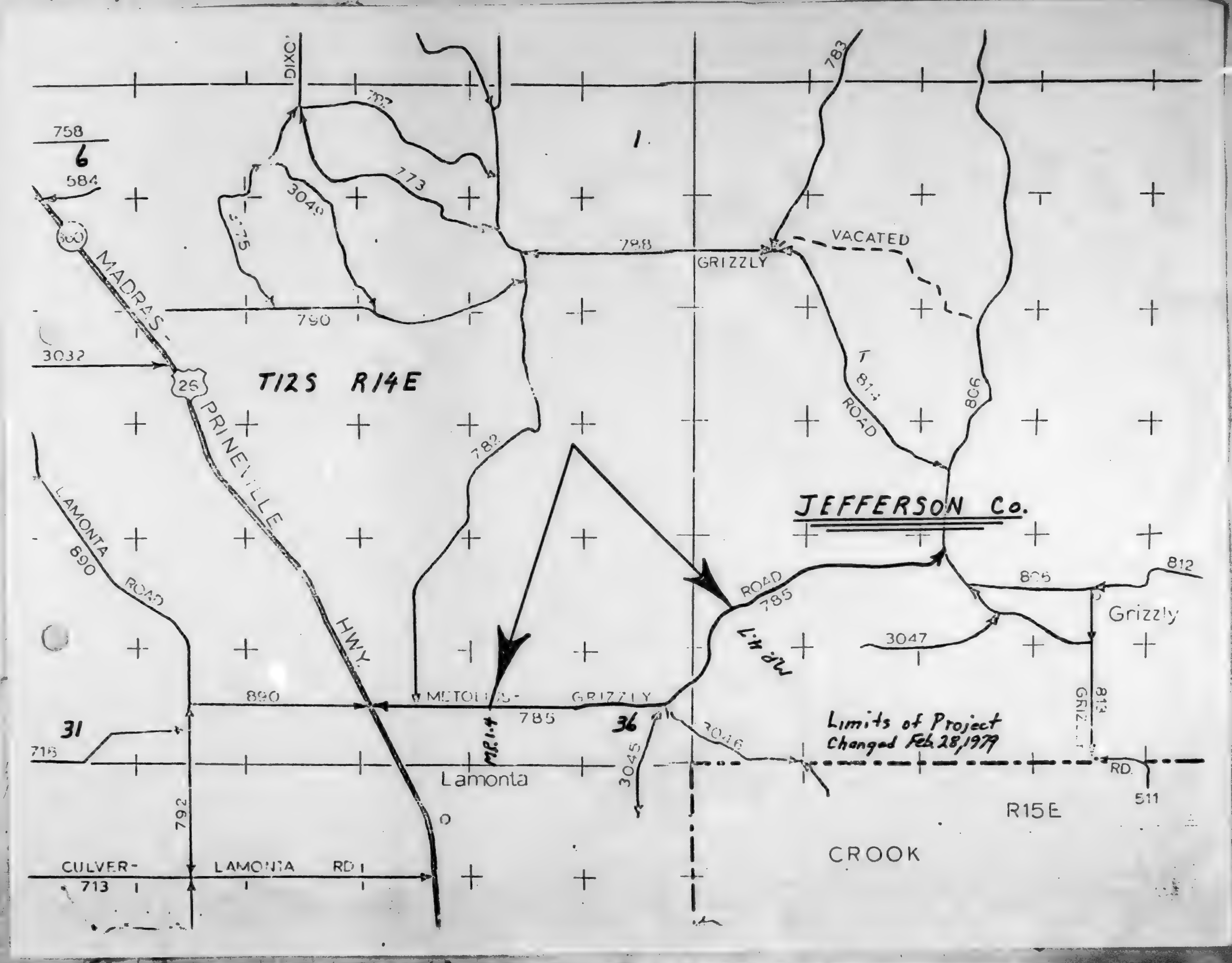
NOTED
F. B. KLABOE

[illegible]

RECEIVED
DOT DIRECTOR
MAR 1 '79
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

125-1387


DIXO
758
6
584
300
MADRAS-
PRINEVILLE
HWY.
26
3032
787
773
3049
375
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GRIZZLY
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T
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ROAD
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T12S R14E
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JEFFERSON Co.
LAMONTA
890
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METOLIUS-
785
GRIZZLY
M.P. 1.4
ROAD
785
M.P. 4.7
805
812
Grizzly
3047
813
GRIZZLY
RD.
511
31
716
36
3046
3045
Lamonta
Limits of Project
Changed Feb. 28, 1979
R15E
CROOK
792
CULVER-
713
LAMONTA
RD

9075

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701

FILE: 16-1974

February 12, 1979

FROM: J R Hagedorn
John R. Hagedorn
Region Federal Aid Engineer

SUBJECT: Project Limits Change
Madras/Prineville Hwy-South McMeenCr.
Jefferson County

TO:

Gerald Wimer
Project Management

On January 29, 1979, Region IV personnel met with County Judge Herschel Read and Roadmaster Don Wood, relative to the subject project. Minutes of the meeting are attached - also a letter from the Roadmaster, requesting the change in the project limits.

Mr. Dave Carter, FHWA, was appraised of the change and verbally stated that the FHWA would have no objection.

Per Dave Fenton's letter of January 30, 1979, (copy attached), the data shown on the assessment will remain the same - only the project limits will change.

Since the project will now begin 1.4 miles northeasterly from the Madras-Prineville Highway (The County does not record this highway by mile post), the project name should probably change to reflect M.P. to M.P. on the Metolius-Grizzly Road No. 785, with its connection to the Madras-Prineville Highway, being M.P. 0.00.

M.P. 1.4 to MP 4.9

Approved 2-16-79
Gerald Wimer

JRH:pw

Enclosures

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ W FAE ☐ CPE ☐
FEB 1[illegible] 1979 NP
M
File: PM FA
IAA LG CP
Baynollson
Inform those who need notification

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
January 31, 1979

FILE:216-1974

FROM: Jerry Thackery
Jerry C. Thackery
Region Design Engineer

SUBJECT: Madras-Prineville Hwy-S.McMeen Cr.
Metolius-Grizzly Road, Co. Rd. 785
Jefferson County

TO: MEMO TO THE FILE:

--January 29, 1979, a meeting between Region IV personnel and representatives of Jefferson County was held in Madras at the County Shops office. Attending were R.C.Pool, Region Construction Engineer; W.W.Robertson, Resident Engineer; Roland VanCleave, Region Geologist; John Hagadorn, Redion Federal Aid Engineer; and Jerry C. Thackery, Region Design Engineer, all of the Oregon State Highway Division. Attending for Jefferson County were Hershel Read, County Judge; and Don Wood, County Roadmaster.

--Prior to the meeting, the OSHD personnel toured the job and took note of physical features that might affect the construction work.

--Leaving the Prineville-Madras Highway, heading north, the first 1.45 miles was oiled with a 0-9 mat. The roadbed for the next 3-5 miles consisted of granular material mixed with native soil. Only one major drainage crossed the roadway, 2.55 miles from the Madras-Prineville Highway. This drainage is being carried through a 96-inch C.M.P. A buried telephone cable runs along the right-of-way on the south side. A possible material source, privately owned, was 7.4 miles from the Madras-Prineville Highway.

--In the discussion between State and County representatives, it was decided to begin work at the end of the oil mat even though it is somewhat narrow. The County people felt they could upgrade this first 1.45 miles with their own forces. The typical section which would meet Jefferson County minimum standards was 24 ft. finished driving surface and 2-4 ft. graveled shoulders, for a total top width of 32 ft. The preliminary base design agreed upon consisted of an 8 inch crusher run or grid rolled base, plus 3 inches of leveling course. This determines the sub-grade width to be approximately 38 ft out to out using 3:1 rock slopes. Judge Read advised us that we should anticipate the need for 1-3 ft of sub-excavation in some areas, due to clay bogs. Lime treatment was discussed and discounted due to the relatively small zones requiring additional work. The County will have personnel identify these probable sub-excavation zones.

--The 96-inch drainage culvert was reported as being adequate for the flash type runoff, but will need to be extended.

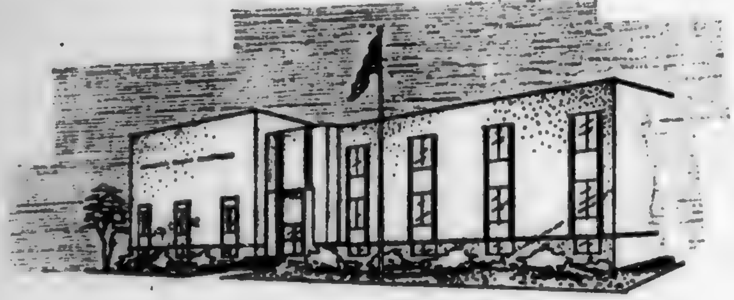
--It is anticipated that additional right-of-way will be required through some cut and fill area. The County agreed to acquire any needed R/W, but suggested that in our design we widen to the north side where additional R/W was to be purchased. Mr. Pool offered the assistance of our Right of Way department in handling the needed paperwork.

--It was decided to run a survey line with profile and needed cross-sections to insure the most efficient use of the funds and compliance with standards. With a speed limit of 30-40 MPH, most of the vertical alignment is adequate and the horizontal will require only minor changes. The earthwork will most likely be set up as Equipment Rental, which saves both on engineering and on the potential of overruns. The length of the proposed work would be between 2.0 and 2.5 miles with sum of $215,000 available for construction being the controlling factor.

--The County agreed to contact the owners of the prospective quarry site. If the site is available at a reasonable royalty rate, we will test the quarry, for suitability for both base and oil rock.

--An Archaeological study will be required, but from the experience related to us by Jefferson County officials, we do not anticipate any significant discoveries to be found.

JCT:pw
cc: W.W.Robertson, Resident Engr.
Hershel Read - Jefferson County Judge
Don Wood - Jefferson County Roadmaster
Dave Carter - FHWA
Bob Ewen - Construction
J.H.Versteeg - Engineering Section
John Hagedorn, Region Fed. Aid Engr. ✓



**Road Department**
**of**
**Jefferson County**

Madras, Oregon 97741

January 30,1979

Mr John Hagedorn
Regional Federal Aid Engineer
Box 1249
Bend,Ore 97701

Dear John;

After our meeting on January 29,1979 the Jefferson County Court instructed me to write you requesting a change in the job limits of the Metolius-Grizzly Road ( SOS 1600).

After reviewing the proposed project the Court felt that they would rather have the job start at the end of the oiled section which is 1.4 miles East on the Metolius-Grizzly road from the intersection of the Madras-Prineville highway and proceed as far as the money scheduled for this project will take us.

Thank you for bringing the Staff who will be working with us on the project for a get acquainted and pre work meeting. I know this will be a great help in all phases of the work.

Sincerely yours
Don Wood
Don Wood
Roadmaster

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE FEB 1 1979 RDE
RSO REGION 4 RBE
ASSIGNED________

216-1974

Bend, Oregon, 97701
January 30, 1979

David S. Fenton
Region Environmentalist

Gary Potter
Manager
Environmental Section

Project Change
Madras/Prineville Hwy-S.McMeen Creek
Metolius-Grizzly Road
Jefferson County

This project has changed in two ways, and the assessment should be modified accordingly:

-- The project no longer begins at the Madras/Prineville Highway, but 1½ miles in from the highway. This is the end of the existing pavement. Total length is still 3 miles.

-- Some right-of-way may be required to complete the project. The ROW would be minor strip-type takings, 10-15 feet wide, amounting in total to less than one acre (all from one ownership). Fencing will be moved, and there may be expansion of some cut and fill slopes. No structures are involved, and the land is used only for extensive grazing.

I do not feel that the above changes should affect the categorization of the project (3/NM) in any way. Further, I don't think that an archaeological reconnaissance is necessary. Long-time residents of the area report no evidence of Indian habitation in the immediate vicinity of the project.

DSF:pw
cc: Maxine Banks
G. Wimer
Wil Robertson

ROE RE RCE [illegible] FAE
RECEIVED GEO
RTE
RUE JAN 30 1979 RDE
RSO REGION 4 RBE
ASSIGNED File

9075

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 10/13/78 | CC 1899 | | 216-1974 |

**BILL TO:** Code:

Jefferson County
Courthouse
Madras, Oregon 97741
Att.: Mr. Donald Wood, Roadmaster

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Partial transfer of the advance deposit for the PE for the ~~Madras/Prineville Hwy. S. McMeen Creek~~ Section. SOS-1600(1)<br>MP 1.4 to MP 4.7<br>(AD 492) | | | |

Advance Deposit Amount $ 2,135.00
Advance Deposit Previously Transferred to Highway Fund $ --
Balance $ 2,135.00
Transfer to Highway Fund $ 1,635.00
Refund Due $
Partial or final request for billing
Number of the previous request in connection with this service.

Amount Due $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Gerald W. Wimer

SP*35736-73

9075.

2

September 5, 1978

Jefferson County
Courthouse
Madras, OR 97741

Attention: Elaine L. Henderson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6715

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the construction of the Madras and Prineville Highway-Grizzly Road Section of the Metolius-Grizzly Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

9075

August 24, 1978

Jefferson County Court
Courthouse
Madras, Oregon 97741

Attn: Hon Herschel Read
County Judge

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the

Madras/Prineville Highway - South McMeen Creek Section
on Metolius-Grizzly Road. SOS-1600 (1)

Financial sharing of the preliminary engineering is:

| | |
|---|---|
| Total P.E. | $15,000.00 |
| Federal Funds | 12,865.00 |
| Balance | $ 2,135.00 |
| Local Share: | $ 2,135.00 |

Rec'd 9/25/78 Told Region

Please make your check in the amount of $2,135.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

For G. W. Wimer
Local Government Manager

HR:pf

bcc: w/AD # ___: Vern Skoog - Please return completed AD # 492 when check is received.
Region 4 Federal Aid Engineer John Hagedorn

8-16-78

9075

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. [illegible] SOS-1600(1)

STATE PROJECT NO. See below

COUNTY NAME Jefferson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80376

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| | | | |
|---|---|---|---|
| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | Non Federal-aid |
| 8-16-78 | 8-16-78 | STATE ROUTE NUMBER | County Rd. |

GENERAL LOCATION:

Madras/Prineville Hwy. - South McMeen Cr. Section

GENERAL DESCRIPTION OF WORK:

Preliminary engineering, grade, drain and oil.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☒ OTHER (Specify) including utility preparatory work and archeological salvage TEC NTE $15,000 F.F. $12,865
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's August 10, 1978, letter, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $236,000 federal funds $202,135 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

NOTED
F. B. KLABOE

Swan
8-23

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 8-16-78 | G. K. Hossner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9075

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 10, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80376
Project No. SOS-1600 (1)
Madras/Prineville Hwy. - S. McMeen Cr. Section
Jefferson County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including archeological salvage and utility preparatory work at an estimated total cost of $15,000 with an obligation of $12,865 in Federal funds.

2) Authorization for construction at an estimated total cost of $236,000 with an obligation of $202,135 in Federal funds.

CL:pf
Attachements

cc: D. Allen (Region 4)
H. Reynoldson

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

8-10-78

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

| T LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| . Rd., Approx. 10 mi. S.E. of Madras 65 | | DHV. 15<br>100 | (66) N/A (70) | (71) 98 (72) | 10 | Oregon | (2) 41 (3) | (4) 680 (9) | (14) 80376 (18) |

| ORK (35 typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER (S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| , & Oil 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | 14 SOS - 23 | 7 1600 | (1) 13 | (24) (26) | 27 |

Safer Off System Roads

| COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|
| Jefferson | 031 (14) (16) | ☐ 1 OR ☐ 2 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| N | Non (32) | Co. Rd. (36) | (37) (41) |

ESTIMATED PROJECT COST BY PHASES

| ORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | | |
| | | | 3.0 | 15,000 | 12,865 | - - - | 2,135 (Co) | |
| AW | | "Madras/Prineville Hwy. - S. McMeen Cr. Section" | | | | | | Row - 60' min;<br>Access Control-None;<br>Parking Restrictions-None. |
| NST<br>DE)<br>21 | | | 3.0 | 236,000 | 202,135 | - - - | 33,865 (Co.) | |
| | CL | PROJECT TOTALS | 3.0 | 251,000 | 215,000 | - - - | 36,000 (Co.) | |
| | | | | (16) (23) | (24) (33) | | | |

VAL DATES

March 8, 1978

REMARKS

-Over-

USCOMM DUSCOMM-DC 48905-P61

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

| | |
|---|---|
| MONTHLY TRANSACTION NO. | |
| DATE SUBMITTED TO W. O. | 8-10-78 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21 65 | ADT | PRESENT | FUTURE (66) (70) | YEAR (71) (72) | REGION | STATE NAME |
| | | Co. Rd., Approx. 10 mi. S.E. of Madras | | DHV. 15<br>100 | N/A | 98 | 10 | Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER PREFIX LETTER(S) 14 23 | PROJECT NUMBER NUMBER 7 |
| | P.E., Gr., Dr., & Oil | | | | | | | | SOS - | 1600 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS | Safer Off System Roads | COUNTY NAME | Jefferson | | CODE 031 (14) |
| | NAME OF URBAN AREA 17-31 | | ROUTE NO. N | FEDERAL-AID Non (32) | STATE Co. Rd. (36) | U.S. (37) |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | "Madras/Prineville Hwy. - S. McMeen Cr. Section" | 3.0 | 15,000 | 12,865 | - - - | 2,135 (Co) |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) 5221 | | | 3.0 | 236,000 | 202,135 | - - - | 33,865 (Co.) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY CL | PROJECT TOTALS | 3.0 | 251,000 | 215,000 | - - - | 36,000 (Co.) |
| 1 | 14 | PROGRAM APPROVAL DATES March 8, 1978 | | | (16) (23) | (24) (33) | REMARKS | |

wy. - S. McMeen Cr. Section
0 (1)

urface roadway.

t. with State Hwy. 360 FAP 45
4-foot gravel surface roadway.

project consists of the following:

ry engineering all phases including utility
ry work and archeological salvage.
ain and oil surface on existing alignment to provide
2 foot travel lanes with 5-foot gravel shoulders and
l work common to this type of project. Adjustment
ies as required.

orts, Railroads, Water Developments, Historical and

ents:

review under working agreements.

ents:

project concurred in by FHWA on July 27, 1978.

ents:

ngs - - Not required under Oregon Action Plan.
ign - - Not a factor in the development of
this project.

Accommodation of Utilities:

State-County Agreement will be prepared in compliance with Secondary Road Plan.

Maintenance:

A State-County Agreement will be prepared to comply with Section 116, Title 23 U.S.C.

Note:

This project is in Congressional District No. 2.

## Madras/Prineville Hwy. - S. McMeen Cr. Section
## Project No. SOS-1600 (1)

### Existing Facility:

24-foot gravel surface roadway.

### Adjacent Sections:

W. End - - - Jct. with State Hwy. 360 FAP 45
E. End - - - 24-foot gravel surface roadway.

### Project Data:

Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work and archeological salvage.
2) Grade, drain and oil surface on existing alignment to provide for two 12 foot travel lanes with 5-foot gravel shoulders and incidental work common to this type of project. Adjustment of utilities as required.

### System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

### FHPM 4-1-4 Requirements:

Exempt from A-95 review under working agreements.

### FHPM 7-7-2 Requirements:

Nonmajor Action project concurred in by FHWA on July 27, 1978.

### FHPM 7-7-5 Requirements:

a) Public Hearings - - Not required under Oregon Action Plan.
b) Location/Design - - Not a factor in the development of this project.

### Accommodation of Utilities:

State-County Agreement will be prepared in compliance w
Secondary Road Plan.

### Maintenance:

A State-County Agreement will be prepared to comply with
116, Title 23 U.S.C.

### Note:

This project is in Congressional District No. 2.

9075

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: July 27, 1978

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project SOS-1600(-)
Madras/Prineville Hwy.-S. McMeen Cr.
Metolius-Grizzley Rd. 2016
Jefferson County OS

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Potter's July 19, 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

G. K. Hessner
for G. L. Green

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 4, Env)

Environmental Section
July 31, 1978

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
Dale Allen
R. L. Lammert
Larry Asbury
R. J. Vancleave
Gerald Wimer
B. L. Gifford (2)

SOS-1600(-)

## OREGON STATE HIGHWAY DIVISION
## PROJECT ASSESSMENT

### PART 1. GENERAL INFORMATION

A. Project Identification:

Section Madras/Prineville Hwy./ S. McMeen Cr.

Date July 19, 1978

County Jefferson OS

Unit (if appl)

Highway Metolius-Grizzley Rd. 2016

City

Termini: M.P.(if appl)

State Hwy. No. Off System

Region 4

Length 3.0

Construction Estimate $ 250,000.
Program Amount

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B. Purpose of Project:

Grade, base, and oil road to improve its all weather characteristics and reduce maintenance costs.

---

C. Origin & History of Project:

Jefferson County Safer Off System Roads project.

---

D. General Description of Project:

Two twelve foot travel lanes with five foot rock slopes.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2-10'; Med.____; Shldrs.____; Parking____

Proposed: No. Lanes 2-12'; Med.____; Shldrs.____; Parking____

Traffic: Existing Facility: Existing ADT NA; Projected ADT NA; Yr.____

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr.______

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated __No__ ; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req._________________; No._______

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined during Survey.

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Jefferson County top priority for County Road improvement.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

No build

Other Descriptive Information or Comments:

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located at an elevation of 3,200 feet on the northwest slopes of Grizzly Mountain in Central Oregon. The topography is gently rolling and vegetation is sparse. Sage and juniper grow along the roadside and extend to the southeast. On the easterly end lies the Crooked River National Grasslands. Antelope, deer, and upland game birds are relatively abundant.

2. Cultural:

The major land uses in the area are cattle grazing, with some hay and dry-land grain production. The area is sparsely populated. Hunter traffic is heavy during the hunting season. The road was oiled at one time, however, due to heavy logging and power line construction in the area, the surface deteriorated and has been removed.

The Bonneville Power Administration's "Grizzley" is located adjacent to the project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

No significant impact.

Consequences--Air Quality, Noise, Safety, etc.:

N/A

3. Estimated Impact on Land Use:

No significant impact, project limited in scope.

Consequences:

N/A

4. Expected Impact on Natural Ecological Resources:

No significant impact, project limited to revitalizing wearing surface. No wetlands present in project area.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

No significant impact on scenic resources. Archaeological resources are not expected to be encountered due to limited scope of proposed work.

Consequences:

N/A

6. Preliminary Identification of Areas of Critical Concern:

No areas of critical concern have been identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Project would not degrade air quality.

b. Noise Standards

No sensitive receptors in area. Project is unrelated to traffic noise as it will not materially affect volume of autos or trucks. A noise study report is not required.

c. Water Quality Standards

No water sources affected by project.

d. Area Land Use and Transportation Plans, and Zoning

Project consistent with land use goals of both local and state government.

---

C. Recommended Type of Action and Documentation:

| -------------MAJOR ACTION------- | ---------- | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _X_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

Lack of major scale and adverse environmental impacts.

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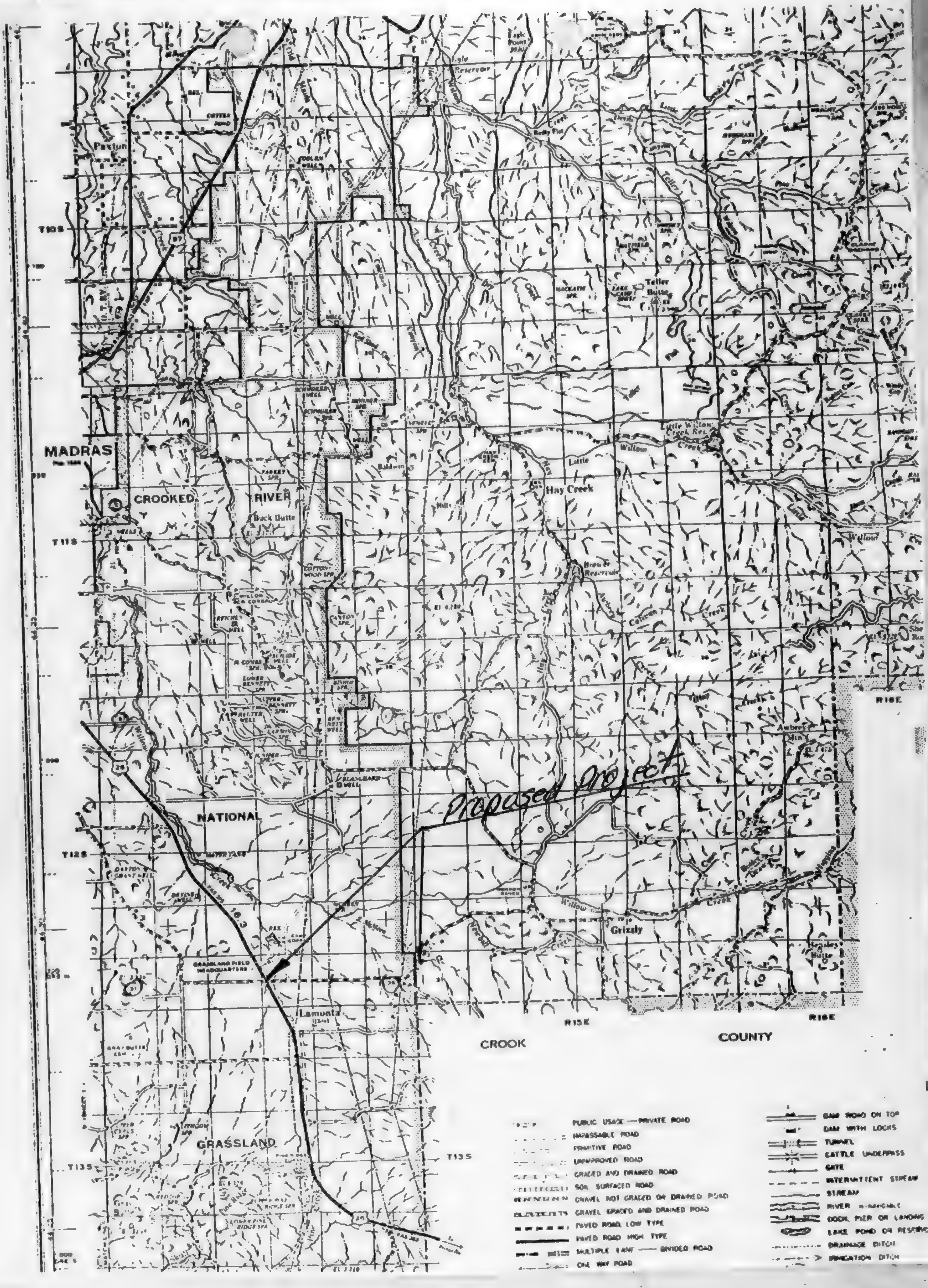
D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


MADRAS
CROOKED
RIVER
NATIONAL
GRASSLAND
Paxton
Buck Butte
Hay Creek
Little Willow Creek
Teller Butte
Grizzly
Willow Creek
Lamonta
Grassland Field Headquarters
Blanchard Well
Haystack Butte
T10S
T11S
T12S
T13S
R15E
R16E
CROOK
COUNTY
Proposed Project
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD LOW TYPE
PAVED ROAD HIGH TYPE
MULTIPLE LANE — DIVIDED ROAD
ONE WAY ROAD
DAM ROAD ON TOP
DAM WITH LOCKS
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER
DOCK PIER OR LANDING
LAKE POND OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH

2075

1

bc: R.A. Burco
F.B. Klaboe
C.W. Head
E.S. Hunter
D.H. Moehring
R.N. Bothman
George Bell
V.E. Skoog
J.H. Versteeg
E.L. Hardt
C.O. Fredrickson
A. Shirley, Jr.
Dale Allen
D.N. Harwell

July 6, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer OFF-SYSTEM Roads Projects

On the consent calendar for the July 18, 1978 meeting will be requests for approval of five SOS-R projects.

The City of Sutherlin has requested that their project be increased from $75,000 to approximately $350,000. This will extend the work on Umatilla Street, and will include some work on N.E. 4th Avenue. The City has the necessary additional funding.

Jefferson County is requesting a grading and paving project for $250,000 on the Madras/Prineville Highway-Grizzly Road Section on the Metolius-Grizzly Road. The project is approximately 3 miles long.

Polk County's request is for a paving and structure project on the Buell-Mill Creek Park Section on Mill Creek Road for $250,000. The project will be apprximately 3.3 miles long.

The project requested by Yamhill County is for a bridge over the N. Yamhill River on the Oak Ridge Road. The amount of approximately $143,600 has been set up for the project. This amount will be supplemented in the future up to $250,000 when funds become available.

Special Road District #6 in Deschutes County is requesting a bridge over the Deschutes River in Deschutes River Homesites in the LaPine Recreation area. The structure is estimated to cost $75,000.

The Federal funds required for these projects is estimated to be $682,600 and the matching funds by the local governmental enities is $386,000.

These projects have been investigated and are eligible for funding under the Safer Off-Systems Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

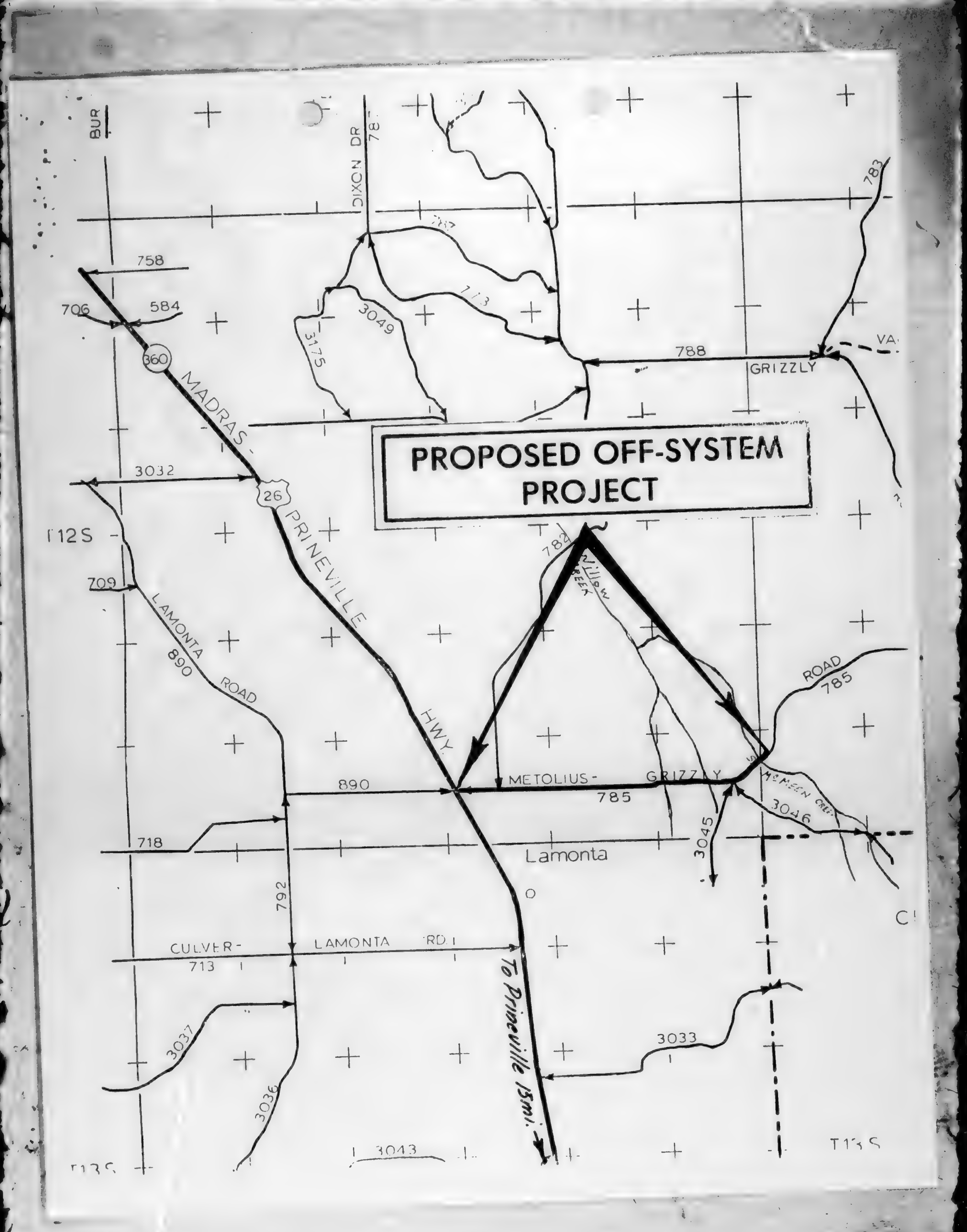
JEFFERSON COUNTY
Proposed SOS Project

Madras/Prineville Hwy.-Grizzly Road Section
Metolius-Grizzly Road #785
Grade, Surface, and Oil
3 miles
$250,000

Grade, surface, and place oil mat wearing surface having two 11' travel lanes and 6' shoulders, of which 1' will be oiled and 5' gravel.

No additional right-of-way is required.

Engineering performed by State forces.


PROPOSED OFF-SYSTEM PROJECT
BUR
DIXON DR
78
787
783
758
706
584
713
3049
3175
360
MADRAS-PRINEVILLE HWY
26
788
GRIZZLY
3032
T12S
782
Willow Creek
709
LAMONTA ROAD 890
ROAD 785
890
METOLIUS-GRIZZLY 785
McMEEN CR.
3046
3045
718
Lamonta
792
CULVER-LAMONTA RD.
713
To Prineville 15mi.
3037
3036
3033
3043
T13S
T13S

Form 81-734-3033 9075 MPH0001 10

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Madras-Prineville Hwy-Grizzly Road [illegible]

Highway Metolous-Grizzly Road, County Road No. 785

County Jefferson

Date February 27, 1978

Authorization No. 1

Survey Prefix 216-1974 (Assigned by Salem office)

Description of termini, route, length, etc.:

From the Madras-Prineville Highway easterly on the Metolius-Grizzly Road, County Road No. 785, a distance of 3.0 miles.

Purpose of survey:

Prepare plans, specifications and estimate of cost for grading and oiling.

SOS-1600(1)
8-16-78

cc 1899

| | | | |
|---|---|---|---|
| Estimate of cost: | Field | 901 | 12,000 |
| | Plans | 905 | 1,000 |
| | Soils | 910 | 1,500 |
| | Specifications | 921 | 500 |

| | |
|---|---|
| Total estimated cost of survey | $15,000 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Requests made by: Field Engineer

Recommended for Approval: Regional Engineer

Recommended for Approval: Frank E. Perpin Location Engineer

Approved: E J Hunter

Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~

SP*19760-734

Madras-Prineville High [illegible])-Grizzly Road Prefix ____ Auth. No. 1

ection ____

Metolius Length 3.0 County Jefferson

ighway ____

| | | Authorized | Spent to | Total Required |
|---|---|---|---|---|
| ield Survey | *(901) | 12,000. | | |
| itizen ~~Input~~ PARTICIPATION | *(902) | | | |
| onsultant | (904) | | | |
| inal Design | (905) | | | |
| ridge Design | (906) | | | |
| reliminary Design | (907) | | | |
| /W Descriptions | (909) | | | |
| oils & Geology | *(910) | 1,500 | | |
| raffic | *(911) | | | |
| andscape | (912) | | | |
| iaison | *(913) | | | |
| Utility | *(914) | | | |
| Photogrammetry | (916) | | | |
| Location Studies | (918) | | | |
| ngr. Graphics | (919) | | | |
| Office Engineer | (920) | | | |
| Specifications | *(921) | | | |
| Environmental | *(923) | | | |
| lanning | (924) | | | |
| oundation Exploration | *(926) | | | |
| Seminars | (950) | | | |
| earings | *(980) | | | |
| Equal Opportunity | *(985) | | | |
| TOTALS | | | | |

Field ____ Office ____

ield Survey % Complete

emarks: ____

90k

1

ROBERT W. STRAUB
GOVERNOR

## Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 9, 1978

Hon. Herschel Read
Jefferson County Judge
Courthouse
Madras, OR 97741

Dear Judge Read:

In December when you and Roadmaster Don Woods met with Larry Asburry and myself, several items were discussed regarding federal aid programs available in Jefferson County.

The FAS-C Program has some $230,000 federal funds allotted to Jefferson County that may be redistributed if a project request is not received in the near future. You indicated that "old 97" northeasterly of Madras was a prime candidate for widening by a grade and pave project and shoulder build-up.

One other potential for reconstruction was the Grizzly Road, formerly an FAS-C route, not now on any system. This route should be considered for inclusion on the FAS System in the future, or you could now make an application for a Safer Off-System Project, which funding is available on a first come-first served basis.

If any questions arise on these or other matters of mutual concern, please feel free to contact Larry Asburry in Bend or myself.

Best to you and Jefferson County in 1978.

Very truly yours,

D. N. Harwell

D. N. Harwell
County-City Coordinator
Project Management Section

DNH:ljt

cc: F. B. Klaboe ✓
H. S. Coulter
C. M. Williams, Region 4
Larry Asburry, "

RECEIVED
DOT OPERATIONS
JAN 9 '78
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

9075

# FEDERAL AID PROJECT REQUEST

Date **December 19,1977**

Applicant Agency **Jefferson County**

Request for: Off-System **X**, FAS-C____, FAUS____ Project

Federal Aid Route No.________ Route Name **Grizzly Road**

Project Name **Grizzley**

Project Length **3 miles** Project Location (Attach sketch map)

Project Description **Reconstruction and paving**

Average Daily Traffic________ Design Speed **55 mph**

Complete Applicable Sections:

## I. ROADWAY DATA

### 1. Existing Roadway: (Attach sketch)

Width **24 ft.** Travel Lanes **2-10 feet** Shoulders **2 ft.**

Medians________ Parking________

Sidewalks________

Remarks________

### 2. Desired Roadway Cross Section: (Attach sketch)

Width **34 ft** Travel Lanes **2-12 ft** Shoulders **5 ft**

Medians________ Parking________

Curbed________ Length Curb Radii________

Sidewalk/Bikeway________

Remarks________

## II. RIGHT-OF-WAY DATA

### 1. Existing Right-of-Way:

General Width **60 ft** Minimum **60ft** Maximum **60ft**

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes **X** No________

3. Will additional right-of-way be needed? Yes________ No **X**
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes________ No________
Remarks________

## III. TRAFFIC CONTROL DATA

N/A

### 1. Existing Signalization and Location:

ROE RE RCE [✓ FAE]
RTE RECEIVED GEO
RUE JAN 20 1978 RDE
RSO REGION 4 RBE
ASSIGNED________

2. Proposed Signalization:

Location

Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? in project

4. Permanent Striping:

Include in project or by applicant? in project

IV. ILLUMINATION DATA N/A

1. Existing Illumination and Location:

2. Proposed Illumination:

Location
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure: N/A

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:__________

Are any utilities to be attached to structure?__________

Are provisions for illumination desired?__________

Are there any unusual or complicating conditions?__________

Remarks__________

## VI. RAILROAD DATA

N/A

1. Are there any railroad crossings? Yes______ No______

   Name of Railroad__________
   Existing Crossing Protection__________

2. Will existing railroad crossing be altered?__________

   Remarks__________

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Road Office
2. Environmental — Road Office
3. Public Hearing — Road Office

Remarks__________

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes_________ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 200,000.00 |
| Right-of-way costs (if participating) | |
| Traffic control | |
| Illumination | |
| Structures | |
| Railroad | |
| Other | |
| Preliminary engineering | 50,000.00 |
| PROJECT TOTAL | $ 250,000.00 |

Remarks

THIS APPLICATION IS AN OFFICIAL REQUEST FROM: M-1-78

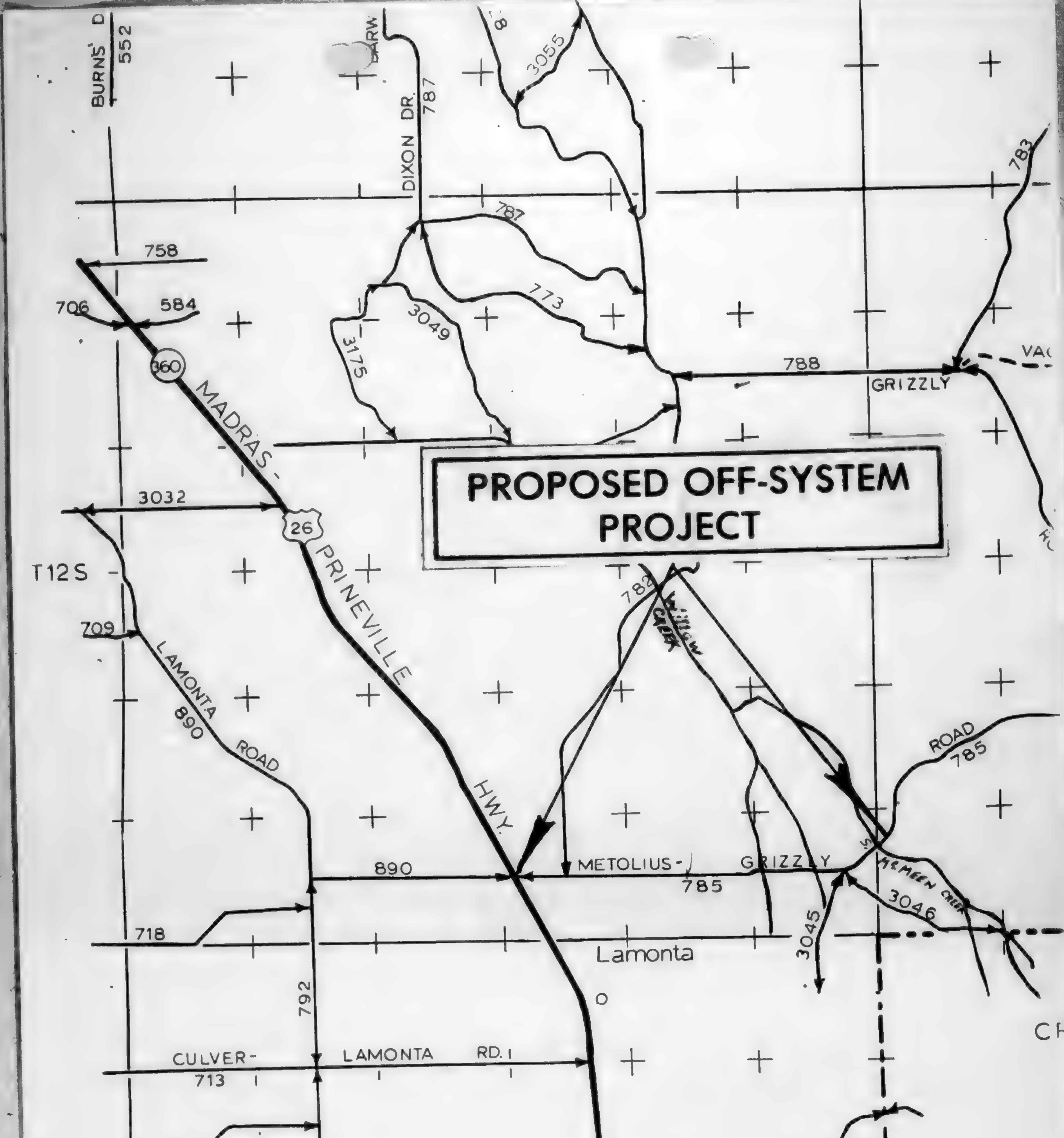
CITY OF __________ and/or Jefferson COUNTY

By__________ By Herschel Read

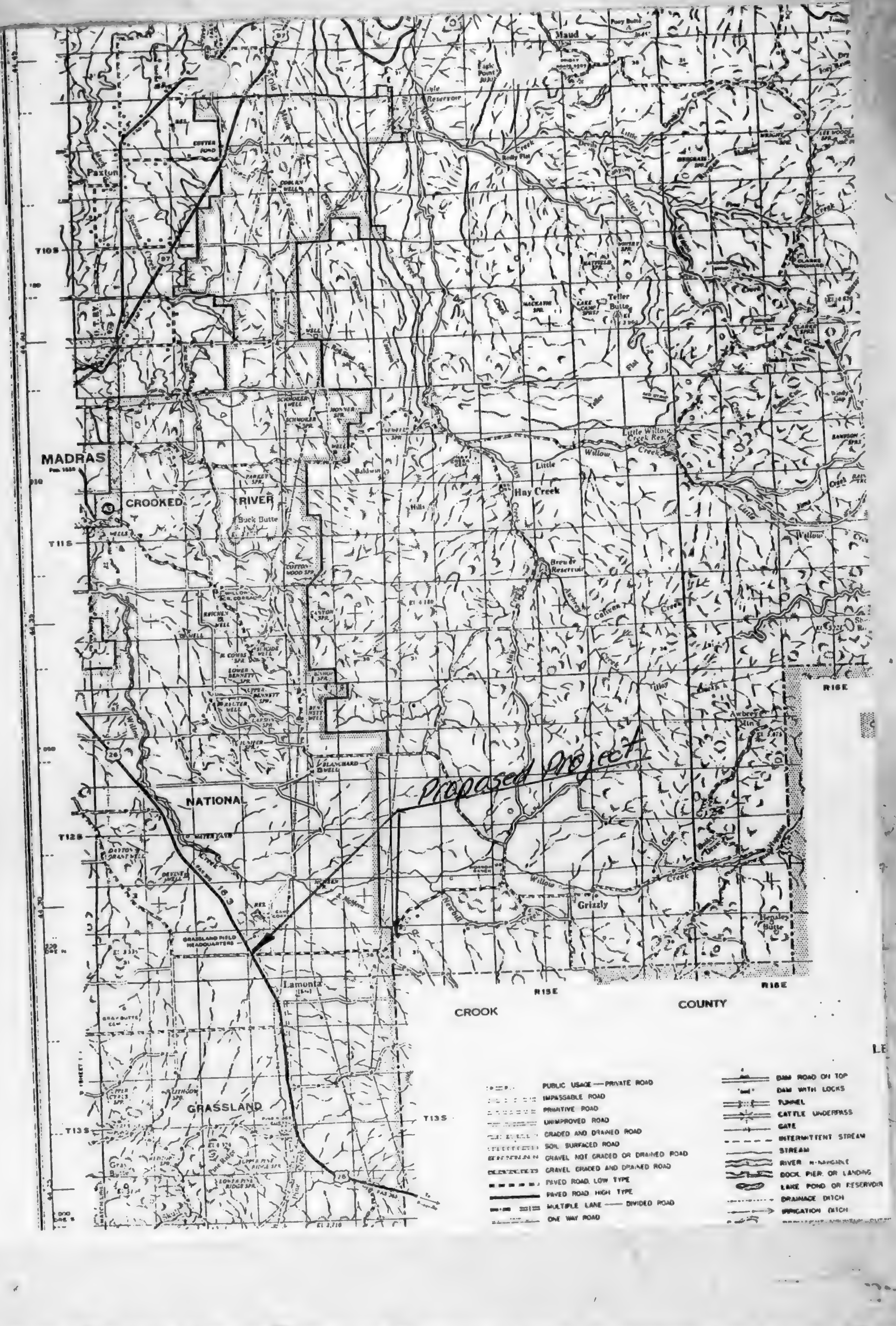
By__________ By Gordon Galbraith

By Drury Dorton

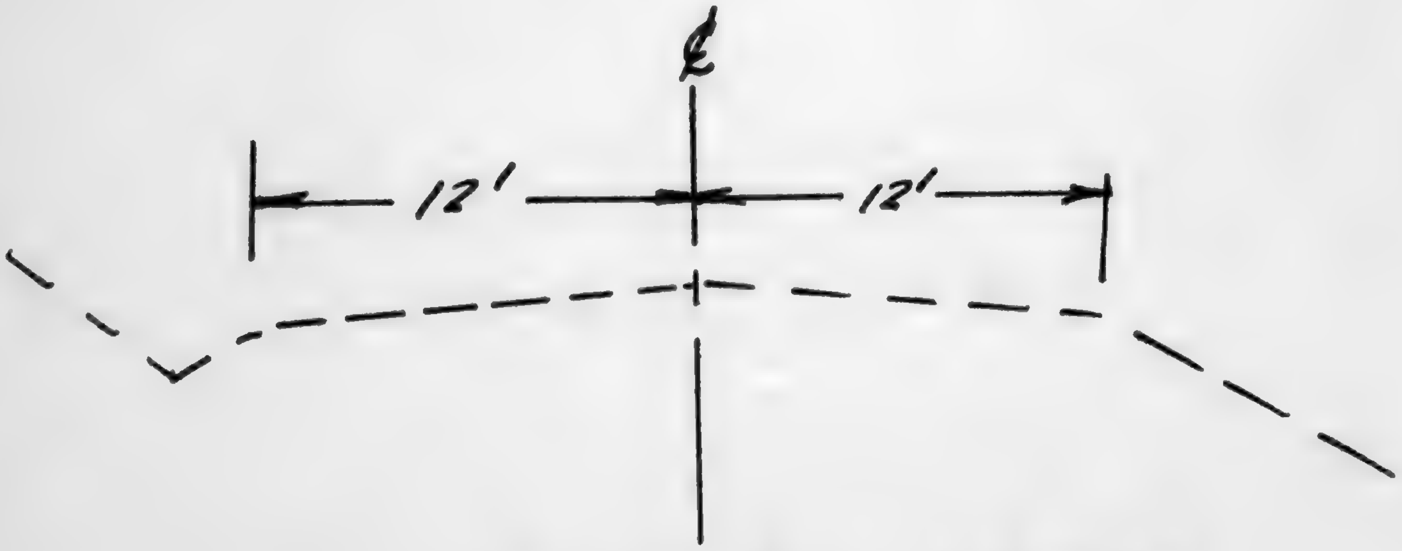
(1976)


PROPOSED OFF-SYSTEM PROJECT

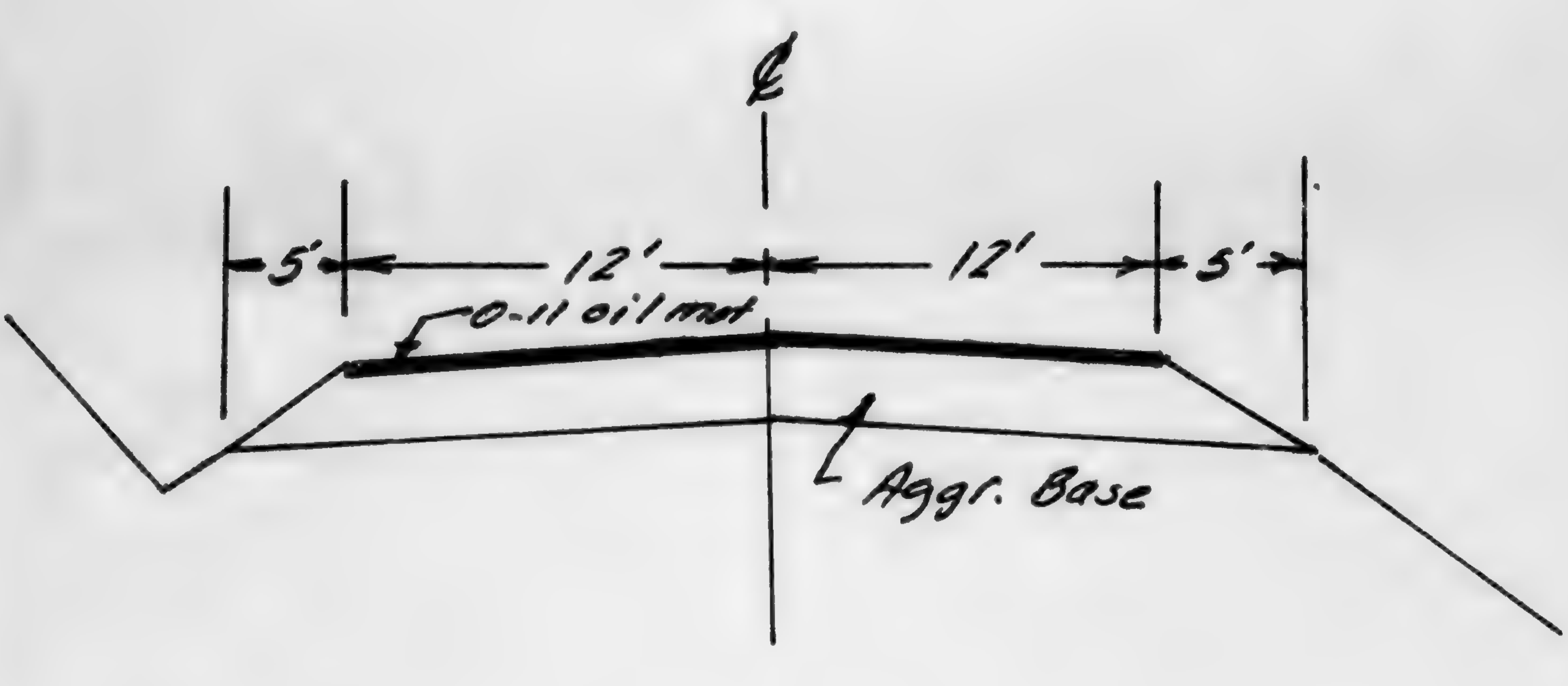
BURNS' D
552
DARW.
DIXON DR.
787
3055
783
758
706
584
360
MADRAS-
PRINEVILLE
HWY.
26
787
773
3049
3175
788
GRIZZLY
VAC
3032
T12S
782
Willow Creek
709
LAMONTA
890
ROAD
ROAD
785
890
METOLIUS-
GRIZZLY
785
McMEEN CREEK
3046
3045
718
Lamonta
792
CULVER-
713
LAMONTA
RD.
3037
3036
3033
3043
T13S
T13S
CR

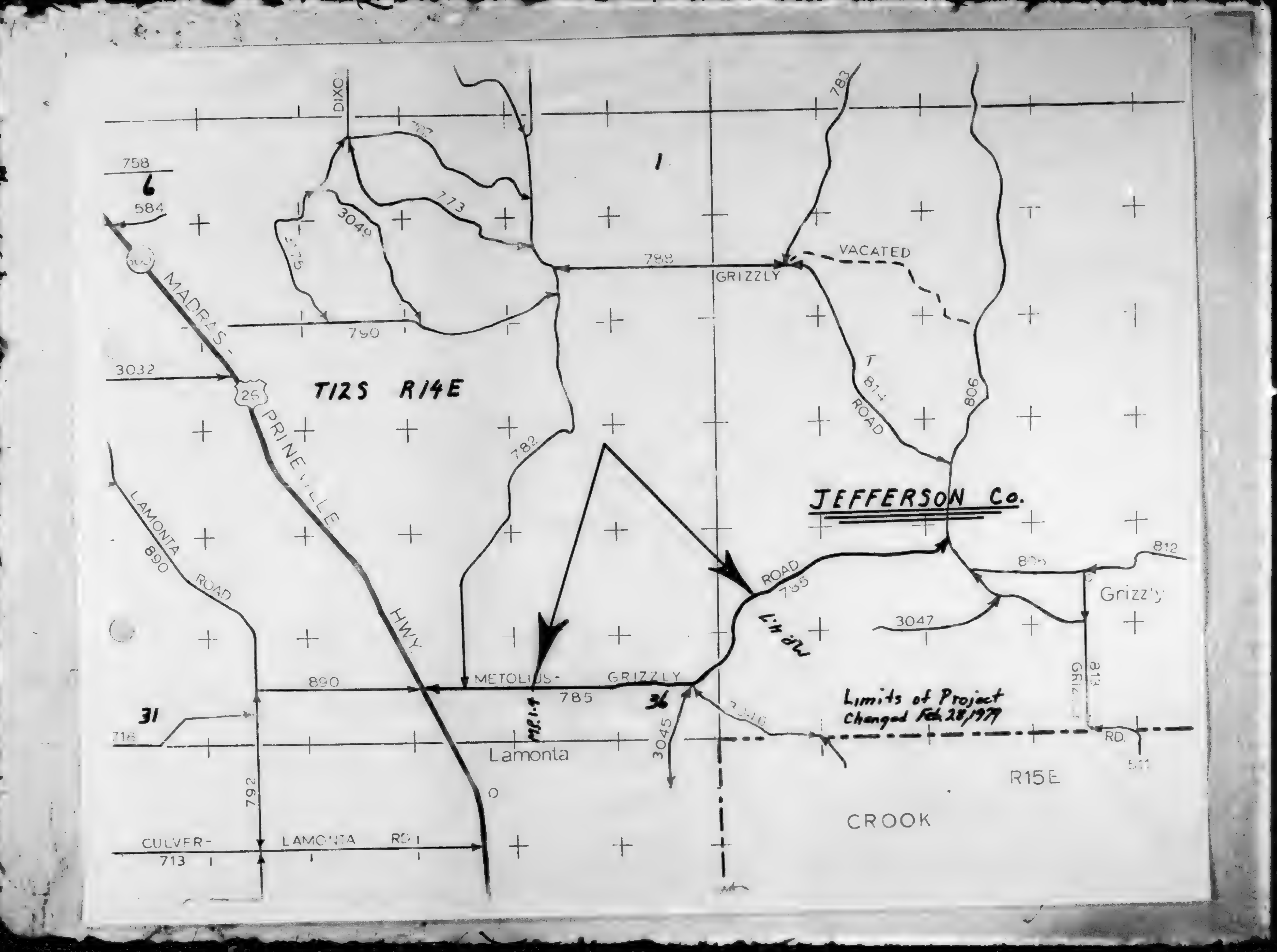

Maud
Reservoir
Paxton
T10S
MADRAS
CROOKED
RIVER
Buck Butte
T11S
Little Willow Creek Rez.
Little Willow Creek
Hay Creek
Brewer Reservoir
Baldwin
Teller Butte
Awbrey Mtn
Proposed Project
NATIONAL
T12S
Grizzly
Willow Creek
Hensley Butte
GRASSLAND FIELD HEADQUARTERS
Lamonta
GRASSLAND
T13S
R15E
R16E
CROOK
COUNTY
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD HIGH TYPE
MULTIPLE LANE — DIVIDED ROAD
ONE WAY ROAD
DAM ROAD ON TOP
DAM WITH LOCKS
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER N-NAVIGABLE
DOCK, PIER, OR LANDING
LAKE POND OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH

# Typical Section
Madras- Prineville Highway - Grizzly Road
Metolius - Grizzly Road
Jefferson County



Existing Typical Section


℄
5'
12'
12'
5'
0-11 oil mat
Aggr. Base


JEFFERSON Co.
T12S R14E
R15E
CROOK
Limits of Project
Changed Feb. 28, 1979
M.P. 1.4
M.P. 4.1
MADRAS - PRINEVILLE HWY.
26
METOLIUS - GRIZZLY 785
ROAD 785
GRIZZLY 788
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RD.
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DIXO
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31
36
890
LAMONTA 890 ROAD
792
CULVER - LAMONTA RD. 713
718
Lamonta
783

1979 Grand Ronde-Wallace Bridge 9076
Sec., Salmon River Hwy. 30 miles
NW of Salem. (Paving)

C9a 7243 1-7-80

#9076 5-7-81 File L.

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Cascade Const. Co.,Inc.<br>No. 9164 | Troutdale-Sandy River Br.<br>Multnomah County | April 10, 1981 |
| Morse Bros., Inc.<br>No. 9076 | Grand Ronde-Wallace Bridge<br>Polk County | April 10, 1981 |
| Hamilton Electric, Inc.<br>No. 8849 | SW 20th St. @ SW Court Pl.<br>(Pendleton)<br>Umatilla County | April 13, 1981 |
| Dirt & Aggregate Interchange, Inc.<br>No. 9182 | SE Powell Blvd. Parking Lots<br>"A" & "B"<br>Multnomah County | April 13, 1981 |
| Don Haisch Const., Inc.<br>No. 9093 | Banfield Interchange<br>Multnomah County | April 15, 1981 |
| C. H. Stinson, Inc.<br>No. 9060 | Maupin-Sherman Hwy. Jct.<br>Wasco County | April 15, 1981 |
| Fabricators, Inc.<br>No. 9003 | Black Canyon Cr.-Harper Jct.<br>Malheur County | April 21, 1981 |
| Poe Asphalt Paving, Inc.<br>No. 9117 | Ritter Jct.-Long Creek<br>Grant County | April 28, 1981 |

May 7, 1981

C. T. Keasey
Asst. State Highway Engineer

#9076

L.

April 17, 1981

Safeco Insurance Co. of America
1500 S. W. 1st Avenue
Portland, OR 97201

CON 5
#9076

Gentlemen:

Contract No. 9076 awarded to Morse Bros., Inc., for paving on the Grand Ronde-Wallace Bridge Section of the Salmon River Highway in Polk County was completed on January 22, 1981, and accepted by the State Highway Division on April 10, 1981.

Final payment in the amount of $1,263.46 will be released to the contractor after April 22, 1981. The total contract amount is $830,631.47 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

cc Morse Bros., Inc.
East Grant
Lebanon, OR 97355

bc C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

9076

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 6, 1980

In Reply Refer to File No CON 5 #9076

Morse Bros., Inc.
Post Office Box 7
Lebanon, OR 97355

Re: Time Extension Request
Grand Ronde-Wallace Bridge
Contract No. 9076

Gentlemen:

Your request for additional contract time on the above project has been carefully considered. A contract time extension of six calendar workdays is granted due to extra guardrail added to the project and for the Labor Day weekend when a stop work order probably should have been issued. There remains 11 days of liquidated damages on this contract.

Please contact Resident Engineer Don Thurston if you wish a further review of this matter.

Very truly yours,

NOTED
H. S. COULTER

O. B. Jackmond
For C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
C. O. Fredrickson
Don Thurston
Bob Church

RECEIVED
STATE HWY ENGR
OCT 7 - '80
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Form 734-3122

9076

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION<br>Grand Ronde-Wallace Br. | WEEK ENDING<br>9-27-80 | SECTION PREFIX<br>27-1126 |
| HIGHWAY<br>Salmon River | COUNTY<br>Polk | |
| NAME OF JOB<br>Grand Ronde-Wallace Bridge | KIND OF WORK<br>Paving | |
| CONTRACTOR<br>Morse Bros. | CONTRACT NUMBER<br>9076 | FEDERAL AID PROJECT NUMBER<br>State |
| DATE OF CONTRACT<br>12-27-79 | DATE WORK STARTED<br>2-27-80 | ESTIMATED COMPLETION DATE<br>8-27-80 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK:<br>MEN SUPERVISION | SPECIFIED ~~WORK~~ DAYS<br>SPECIFIED ~~CALENDAR~~ DAYS WORK 180 | WORK DAYS USED<br>CALENDAR DAYS USED 197 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 109 |
| PROJECT AUTHORIZATION $1,039,160.04 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| EXCLUSIVE OF ENGINEERING $956,759.64 | ENGINEERING AUTHORIZATION $82,400.36 | |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $849,378.41 | ENGINEERING COST TO DATE $102,000.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92 |
| ESTIMATED PERCENT. UNDERRUN 18 % | PERCENT OF AUTHORIZATION 124 % | DATE PROJECT WAS COMPLETED<br>9-15-80 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | 5.69 |
| MILES PARTIALLY COMPLETED | | | | | 0 |
| MILES COMPLETED | | | | | 5.69 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | 32,200 T |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | 30,500 T |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | 0 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | 0 |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | | |
| PERCENT | | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Project completed 9-15-80 | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
SEP 30 1980
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Imbeau
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Project completed 9-15-80
Working on Semi-final

SIGNED Don Thurston LOCATION Salem
Don Thurston Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9076

January 7, 1980

Polk County Board of Commissioners
Courthouse
Dallas, OR 97338

AGR 4-2

Attention: Allene Kettleson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7243

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the use of a county road (Yamhill River Road) to detour highway traffic during construction of the Grand Ronde-Wallace Bridge Section of the Salmon River Highway in Polk County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

9076

2

HIGHWAY DIVISION - ODOT     378-6516

FILE

November 30, 1979

[illegible]

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
December 20, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 20 on the following projects:

1. Drews Reservoir Rock Production
   Klamath Falls-Lakeview Highway, Lake County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Parsnip Creek Rock Production
   Warner Highway, Lake County
   Aggregate Crushing

   Same as No. 1.

3. Antone Junction Rock Production
   Ochoco Highway, Wheeler County
   Aggregate Crushing

   Same as No. 1.

4. Willamette River (Harrisburg) Bridge
   Albany-Junction City Highway, Lane and Linn Counties
   Painting

   Same as No. 1.

5. S.E. Powell Blvd. at S.E. 122nd Avenue
   Mt. Hood Highway, Multnomah County
   Traffic Signals

   Same as No. 1.

6. Scholls Highway at S.W. 121st Avenue (Tigard)
Washington County
Traffic Signals

Same as No. 1.

7. Pacific Highway West at Springbrook St. (Newberg)
Yamhill County
Traffic Signals

Same as No. 1.

8. UPRR/Burnt River (Huntington)BBridge
FAS B510, Baker County
Structure

Structure replacement. Twenty-eight-foot roadway on structure. Approaches to be constructed by others.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2(c), which states, "footpaths and trails are not required t to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

9. S.E. 132nd Avenue-S.E. 142nd Avenue
Sunnyside Road, Clackamas County
Grading and Paving

Curve realignment. Twelve-foot lanes with six-foot shoulders.

Same as No. 8.

10. Florida Avenue-Vermond Avenue (North Bend)
Sheridan and Sherman Avenues, Coos County
Grading add Paving

Couplet. Three lanes with parking. Sidewalk with curb ramps provided for pedestrian and bicycle traffic.

11. Teakwood Avenue-Myrtle Avenue (Coos Bay)
Oregon Coast Highway (Bayshore Drive), Coos County
Paving

Left-turn lane construction.

Same as No. 8.

12. Madras/Prineville Highway-S. McMeen Creek
Metolius-Grizzly Co. Road, Jefferson County
Oiling

Twelve-foot lanes with four-foot gravel shoulders.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

13. Grand Ronde-Wallace Bridge
Salmon River Highway, Polk County
Paving

Five and ten foot shoulders. This project will be striped and signed as a Class III Bikeway.

14. Spray Rock Production
Kimberly-Long Creek Highway, Wheeler and Grant Counties
Aggregate Crushing

Same as No. 1.

RBS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

Polk Co.

9076

STATE OF OREGON

ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

yellow copy

TO: C. O. Fredrickson
Region 2 Engineer

DATE: October 10, 1979

FROM: Duane Christensen
Final Design Engineer

ORIGINAL SIGNED
DUANE C. CHRISTENSEN

SUBJECT: Grande Ronde-Wallace Bridge &
Wallace Bridge-Upper Salt Creek Sec.
Salmon River & Willamina-Salem Hwys.
Polk County

On the two subject sections there will be approximately 3,500 tons of aggregate shoulder material and 82,500 tons of asphalt concrete surfacing required. Do we have any State owned material sources that could be provided for these projects? Please review and give us your recommendations.

LKW:cj
cc: Jack Sullivan
L. Watson

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Andersen
Christensen
Olson
✓ Sullivan JWS
Terpin
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Wekerlig

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Polk Co.

ROAD DESIGN SECTION 378-6558

Bob Ellison October 8, 1979

Lyle K. Watson

Grande Ronde-Wallace Bridge &
Wallace Bridge-Upper Salt Creek
Salmon R. & Willamina-Salem Hwys.
Polk County

Please review the following list of structures for guardrail connections. Three of the structures have the handrail and sidewalk on a radius at the structure ends. Paved ramps for bicycles are being planned at these locations. Please provide us with the standard drawings numbers or special drawings for all structures.

SALMON RIVER HIGHWAY

| M.P. | NAME | Br. No. | S.W. |
|---|---|---|---|
| 23.10 | S. Yamhill R. | 1344 | |
| 23.77 | S. Yamhill R. | 0745 | 2 3'-6" |
| 27.17 | S. Yamhill R. | 8320 | |
| 27.28 | O'xing Hwy. 30 | 8321 | |

WILLAMINA-SALEM HIGHWAY

| M.P. | NAME | Br. No. | S.W. |
|---|---|---|---|
| 0.33W | S. Yamhill R. | 2081 | 2 3'-6" |
| 3.97 | Gooseneck Creek | 2015 | |
| 4.71 | Mill Creek | 1756 | 2 3'-6" |

LKW:mw
cc: Jerry Miller

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39

**STATE OF OREGON**

**INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

DATE: August 24, 1979

TO: Lyle K. Watson
Design Engineer Supervisor

FROM:

L. E. George
Traffic Engineer

SUBJECT:

Accident History on Overlay
Grande Ronde - Walace Bridge
Salmon River Highway #39
Polk County
M.P. 21.60 to M.P. 27.22

This acknowledges your correspondence dated August 15, 1979, requesting a review of accident history on subject section. Our investigation revealed no apparent accident problem areas. The 1978 accident rate for this section was 1.07 as compared to the statewide rate of 1.39.

L E George

L. E. George
Traffic Engineer

JB:jmb

REFERRED TO
___Beard ___Staudenmeyer___
___Cole ___Sample___
___Eriksen ___Watson___
___Hager ___Dorn ___Leu___
[✓ Return] Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

RECEIVED
AUG 28 1979
ROAD DESIGN SECTION

___Versteeg___
___Anderson___
___Christensen___
___Olsen___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

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39

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: August 21, 1979

FROM: J. E. Backstrand
Supervising Design Engineer

SUBJECT:
South Yamhill River Br. 8320
Fort Hill Bridge 745
Valley Junction Br. 1344
Grande Ronde-Wallace Bridge Section
Salmon River Highway
Polk County

Recommendations for overlaying the structures in the Grande Ronde-Wallace Bridge Section are as follows:

Fort Hill Bridge 745 - Place one inch new AC wearing surface.

Valley Junction Bridge 1344 - Place one inch new AC wearing surface.

South Yamhill River Bridge 8320 - No new wearing surface. This deck is in bad condition and should not be covered up.

JEB:smd

cc C. O. Fredrickson
George Hopkins
Jack Sullivan

REFERRED TO
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9076

#839

## OREGON STATE HIGHWAY DIVISION
## QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Grand Ronde - Wallace Br. 4 Lanes
Prefix 27-1467
Highway Salmon River
County Polk
Date 8-16-79
Length 11,500 Miles ~~2.2~~ 0.2
Designer Miller
Signed
Title

| | | |
|---|---|---|
| Grading & Drainage | Length with Tapers 11,500 | $ |
| Surfacing | STA. 50+00 - Sta. 165+00 | $ 1,185,000 |
| Extra Work | | |
| striping | $ 5500 | |
| TOTAL EXTRA WORK | | $ 5500 |
| TOTAL | | $ 1,200,500 |
| + 30 % Engineering and Contingencies | | $ 360,000 |
| Structures | | |
| TOTAL STRUCTURES | | $ |
| Right of Way | | $ |
| TOTAL ESTIMATED COST | | $ 1,560,500 |

Less 2-Lane Estimate - 552,100

$ 1,008 400

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Cole ✓
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BY FINAL DESIGN ENGINEER

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 8-16-79

Section Grand Ronde - Wallace Br. 4-Lanes County Polk
Kind Of Work Grading & Paving 4-Lanes Length 2.2 Name Miller

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | | 8% | | 88,500 |
| | Temp. Protection Traffic | | | 2% | | 21,700 |
| | Temp. Signs & Barricades | | | | | 12,000 |
| | Flagmen | | | | | 23,000 |
| | Embankment in Place | | C.Y. | 32,600 | 3$^{50}$ | 114,100 |
| | Aggregate Base Mat'l | | Ton | 29,000 | 7$^{50}$ | 217,500 |
| | Aggregate Shldr. Mat'l | | Ton | 4760 | 8$^{00}$ | 38,080 |
| | Asph. Conc. Class "B" | | Ton | 27,760 | 16$^{00}$ | 444,160 |
| | Asph. Cement in Mix. | | Ton | 1800 | 115$^{00}$ | 207,000 |
| | Asph. in Tack Coat | | Ton | 9 | 200$^{00}$ | 1800 |
| | Extra For Road Approach | | Each | 15 | 150$^{00}$ | 2250 |
| | Delineators | | Each | 55 | 15$^{00}$ | 825 |
| | Culverts | | All | | | 5,500 |
| | Watering | | M-Gal | 1100 | 10$^{00}$ | 11,000 |
| | Finish. Rdbd & Slopes | | All | | | 7700 |
| | | | | | | $1,195,000 |

Surfacing Calculation Sheet

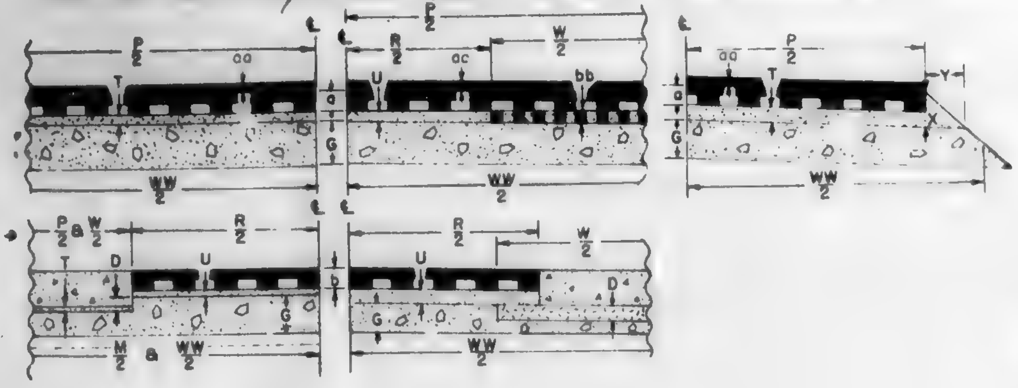
# OREGON STATE
# HIGHWAY DIVISION

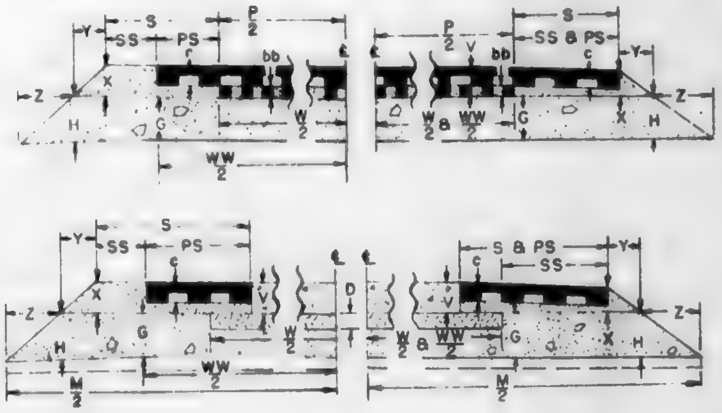
Sheet ______ of ______ Sheets

Made By *Miller* Date *8-16-79*

Checked By __________ Date __________

Section *Valley Jct - Sheridan Jct* Highway *Salmon R.* County *Polk*





| | | | |
|---|---|---|---|
| Sta. | 55-160 | Full width | 10,500 |
| | 50-55 | 500' taper = | 250 |
| | 160-165 | 500' taper = | 250 |
| | | | 11,000' Total |

Earthwork

$\frac{80 \text{ SF} \times 11{,}000}{27}$ = 32,600 C.Y.

Length of Section (L) *11,000* Feet (Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity ______

**LIME TREATED SUBGRADE** (M) ______ x (L) ______ / 9 ______ (d) ______ Sq.Yds.

Lime (Depth in inches) ______ / 6 x .01125 x (d) ______ = ______ Tons

**AGGREGATE BASE**

$\left[\frac{\left(\frac{(G)\ +\ (H)}{2} \times (SS+Y)\right) + \left(\frac{1.17}{X} \times 15\frac{1}{2}\right)}{27} + \frac{\left(\frac{(G)\ +\ (H)}{2} \times (SS+Y)\right) + \left(\frac{1.17}{X} \times 15\frac{1}{2}\right)}{27}\right] (11{,}000) = 14{,}777$

$\left(\frac{(WW) \times (G) \times (L)}{27}\right)$ or $\left[\frac{\left((WW) \times (G)\right) - \left((D) \times (W)\right) \times (L)}{27}\right]$ = ______

(1.30) = ______ Cu.Yds.

(1.96*) = *29,000* Tons

**TOP COURSE BASE and SHOULDERS**

Top Course $\left[\frac{\left((R) \times (U)\right) + \left((P) \times (T)\right)}{27}\right]$ ((L) ______ ) = ______

Shoulders $\left[\frac{\left(\frac{.75 + 0}{2} \times 3.5\right) + \left(\frac{.1666}{X} \times 10\right) - \left((PS) \times (C)\right)}{27}\right]$ (2) (11,000) = 2427

(1.30) = ______ Cu.Yds.

(1.96*) = *4760* Tons

**WATERING**

Crushed Material *33760* Cu. Yd. x .025 = *844*

Earthwork *30,000* Cu. Yd. x ______ ** = ______

*1100* M-Gals.

**Furnished by Construction Section

**CEMENT TREATED BASE** $\left(\frac{(W) \times (D) \times (L)}{27}\right)$ ( ______ )* = ______ (e) Tons

Cement in C.T.B .055 x (e) ______ = ______ Tons

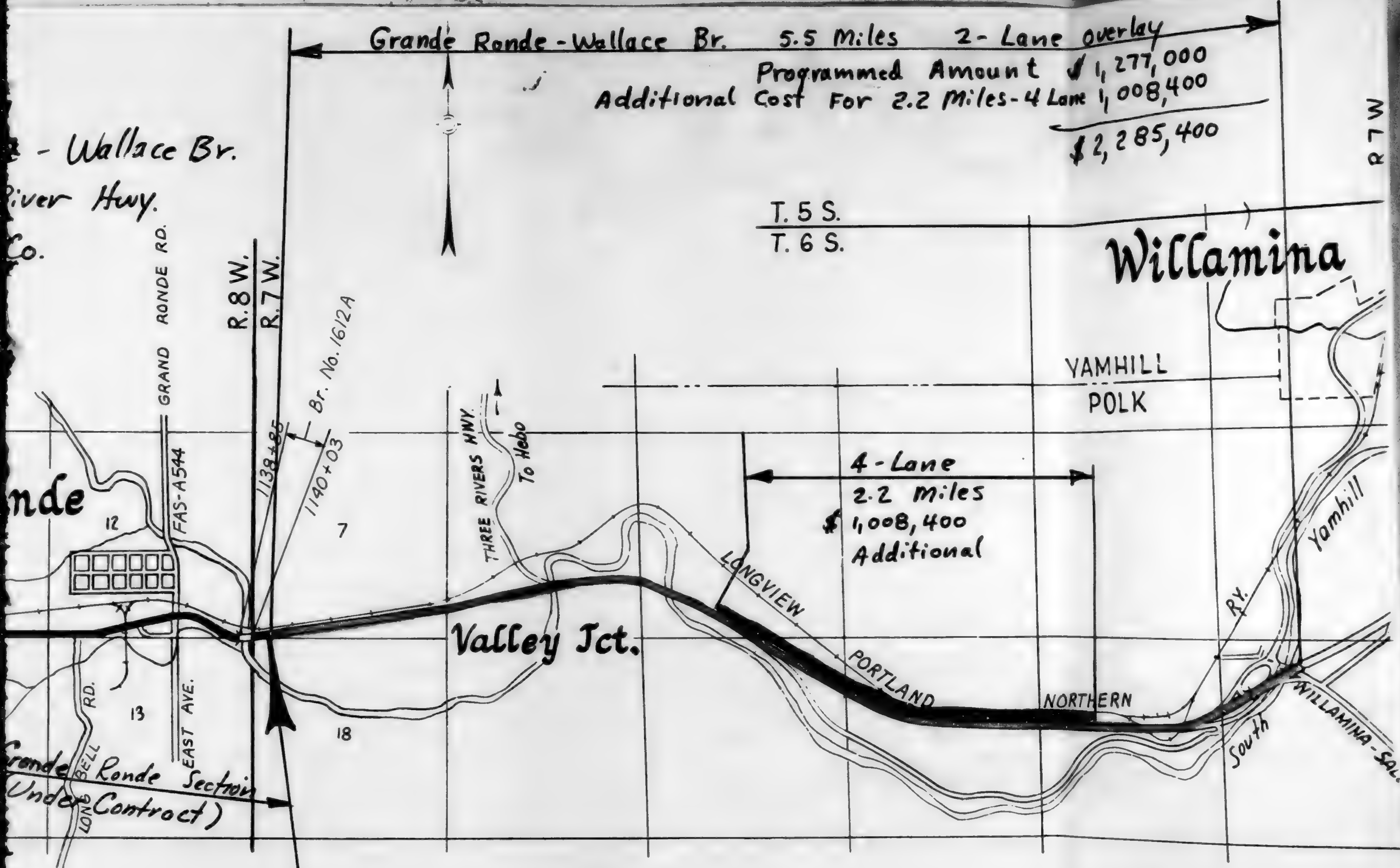
Asphalt in Seal (W) ______ x (L) ______ x .000137 ______ Tons

**PLANT-MIX BITUMINOUS BASE** (W) ______ x (L) ______ x (bb) ______ x (Tons / Sq Ft 1" Thick)* ______ = ______ (f) Tons

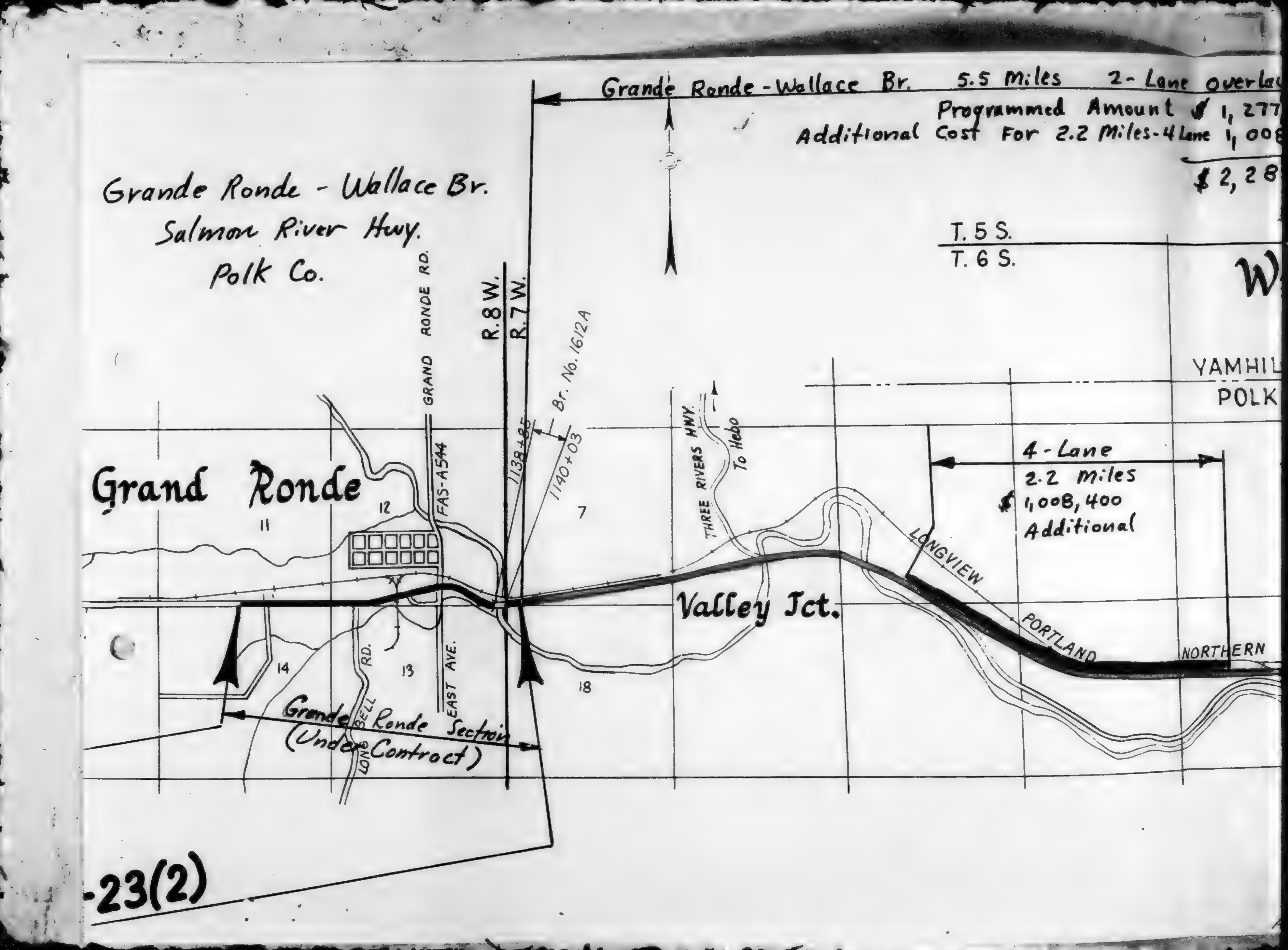
Asphalt in Bituminous Base Mixture .055 x (f) ______ = ______ Tons

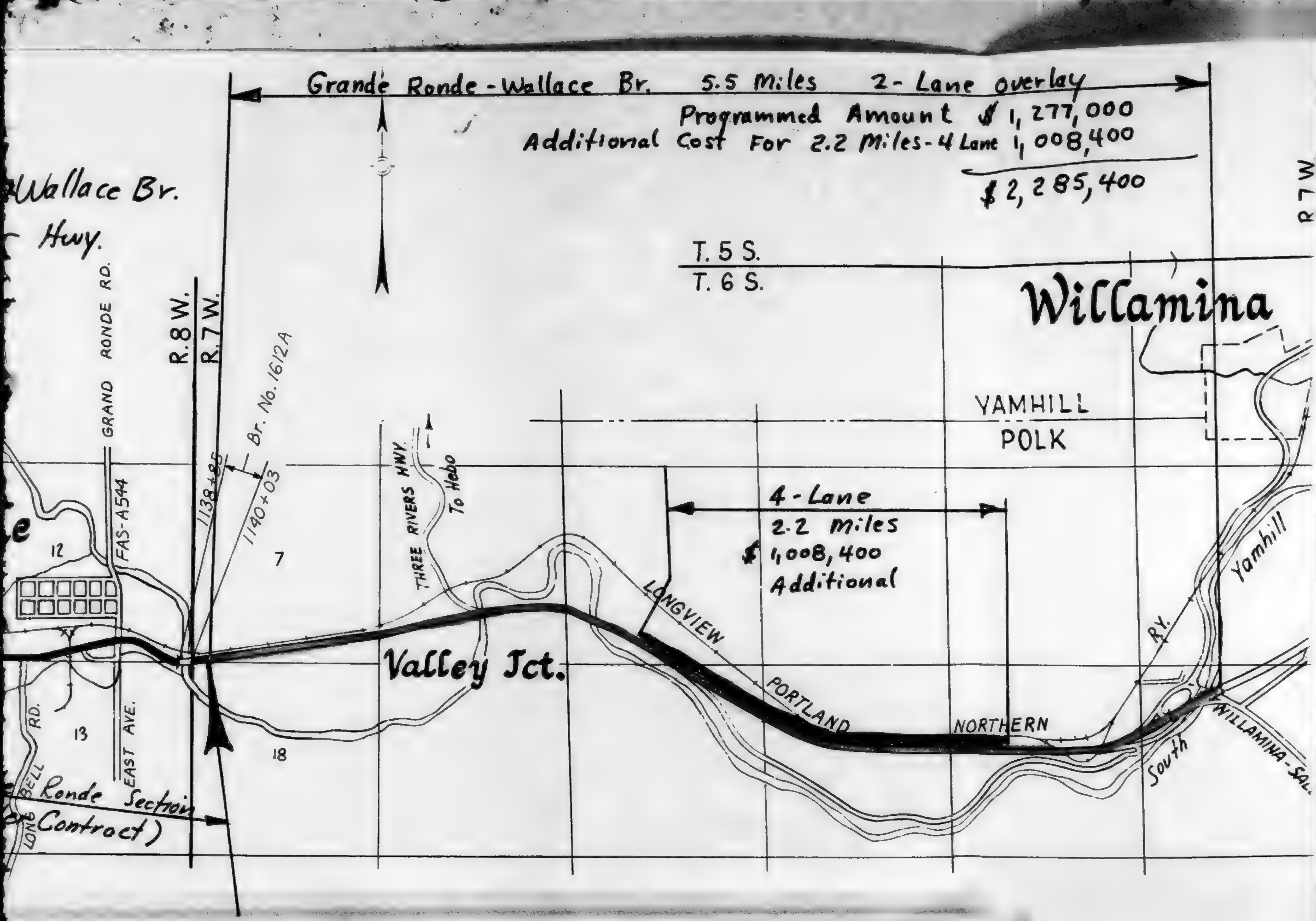
*See other side for factor

NOTE: Use only that portion of this sheet which is applicable
The dimensions "a","ac","b","c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

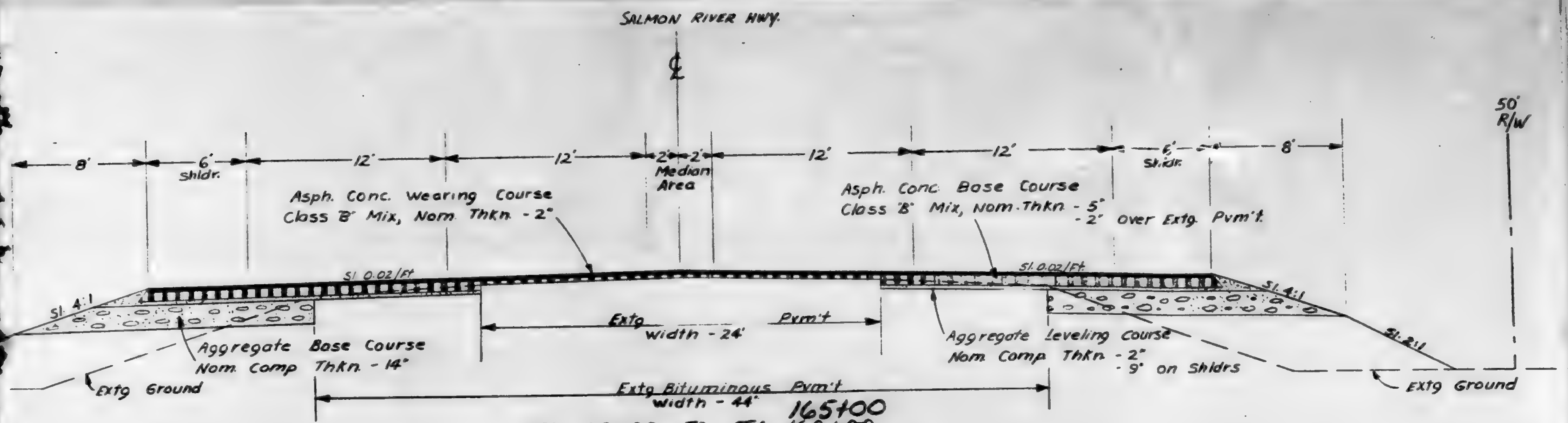

- Wallace Br.
iver Hwy.
Co.
Grande Ronde - Wallace Br. 5.5 Miles 2-Lane overlay
Programmed Amount $1,277,000
Additional Cost For 2.2 Miles-4 Lane 1,008,400
$2,285,400
R 7 W
T. 5 S.
T. 6 S.
Willamina
YAMHILL
POLK
R.8 W.
R.7 W.
GRAND RONDE RD.
FAS-A544
1138+85
1140+03
Br. No. 1612A
THREE RIVERS HWY.
To Hebo
4-Lane
2.2 Miles
$1,008,400
Additional
nde
12
7
LONGVIEW
PORTLAND
NORTHERN
RY.
Yamhill
South
WILLAMINA-SAL
Valley Jct.
RD.
BELL
LONG
13
EAST AVE.
18
Grande Ronde Section
(Under Contract)

ADT 8900

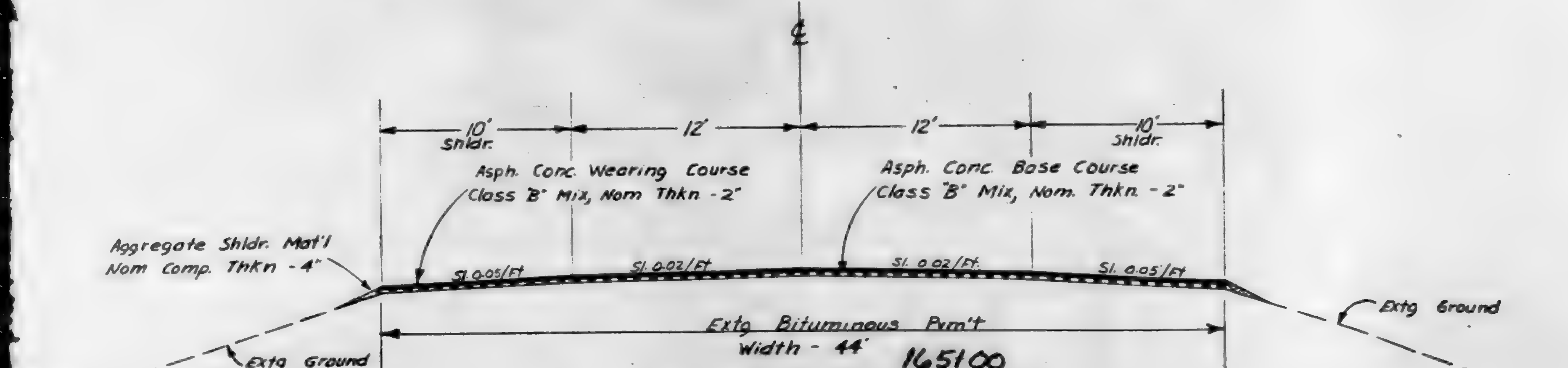

Grande Ronde - Wallace Br.
Salmon River Hwy.
Polk Co.
Grande Ronde-Wallace Br. 5.5 Miles 2-Lane Overla
Programmed Amount $ 1,277
Additional Cost For 2.2 Miles-4 Lane 1,008
$ 2,28
T. 5 S.
T. 6 S.
W
YAMHIL
POLK
R. 8 W.
R. 7 W.
GRAND RONDE RD.
FAS-A544
Br. No. 1612A
1138+85
1140+03
THREE RIVERS HWY.
To Hebo
4-Lane
2.2 Miles
$ 1,008,400
Additional
Grand Ronde
11
12
7
13
14
18
Valley Jct.
LONGVIEW
PORTLAND
NORTHERN
LONG BELL RD.
EAST AVE.
Grande Ronde Section
(Under Contract)
-23(2)


Grande Ronde - Wallace Br. 5.5 Miles 2 - Lane overlay
Programmed Amount $ 1,277,000
Additional Cost For 2.2 Miles - 4 Lane 1,008,400
$ 2,285,400
Wallace Br.
Hwy.
R 7 W
T. 5 S.
T. 6 S.
Willamina
YAMHILL
POLK
R. 8 W.
R. 7 W.
GRAND RONDE RD.
FAS-A544
EAST AVE.
Br. No. 1612A
1138+85
1140+03
12
13
7
18
THREE RIVERS HWY.
To Hebo
4 - Lane
2.2 Miles
$ 1,008,400
Additional
Valley Jct.
LONGVIEW
PORTLAND
NORTHERN
RY.
Yamhill
South
WILLAMINA - SAL
LONG BELL RD.
Ronde Section
Contract)

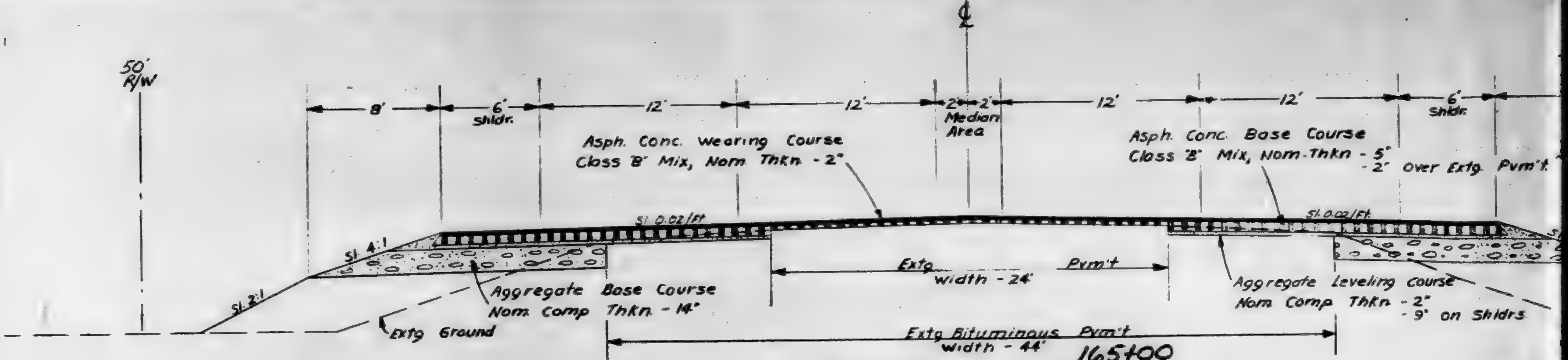
ADT 8900


SALMON RIVER HWY.
℄
50' R/W
8'
6' Shldr.
12'
12'
2' 2' Median Area
12'
12'
6' Shldr.
8'
Asph. Conc. Wearing Course Class 'B' Mix, Nom. Thkn. - 2"
Asph. Conc. Base Course Class 'B' Mix, Nom. Thkn. - 5" - 2" over Extg. Pvm't.
Sl. 0.02/Ft.
Sl. 0.02/Ft.
Sl. 4:1
Sl. 4:1
Sl. 2:1
Extg Pvm't Width - 24'
Aggregate Base Course Nom. Comp. Thkn. - 14"
Aggregate Leveling Course Nom. Comp. Thkn. - 2" - 9" on Shldrs
Extg Ground
Extg Ground
Extg Bituminous Pvm't Width - 44'

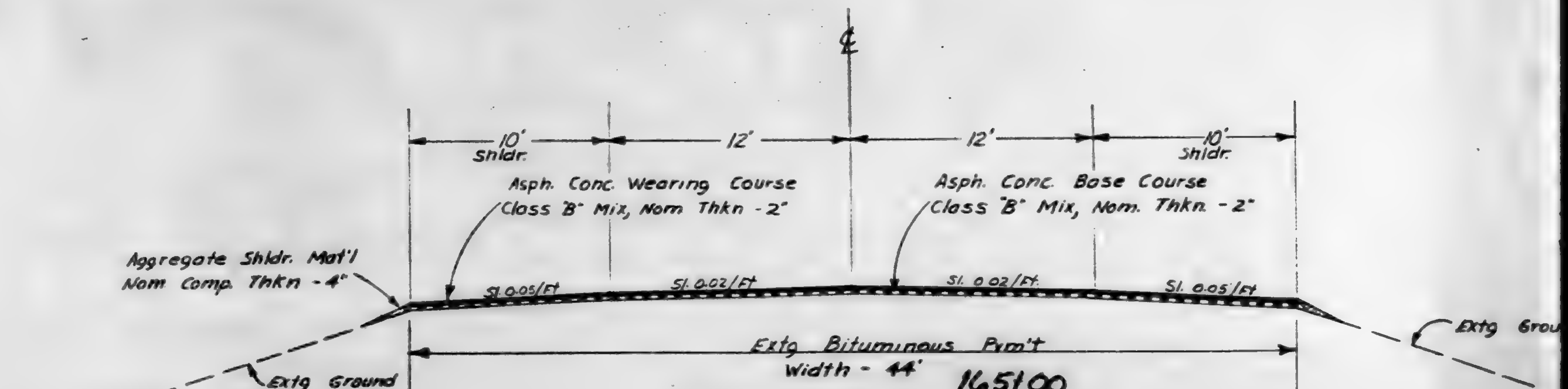
STA. 60+00 TO STA. ~~160+00~~ 165+00
FOUR-LANE RECONSTRUCTION SECTION


℄
10' Shldr.
12'
12'
10' Shldr.
Asph. Conc. Wearing Course Class 'B' Mix, Nom. Thkn. - 2"
Asph. Conc. Base Course Class 'B' Mix, Nom. Thkn. - 2"
Aggregate Shldr. Mat'l Nom. Comp. Thkn. - 4"
Sl. 0.05/Ft.
Sl. 0.02/Ft.
Sl. 0.02/Ft.
Sl. 0.05/Ft.
Extg Ground
Extg Ground
Extg Bituminous Pvm't Width - 44'

STA. 60+00 TO STA. ~~160+00~~ 165+00
TWO-LANE OVERLAY SECTION


℄
50' R/W
8'
6' Shldr.
12'
12'
2' 2' Median Area
12'
12'
6' Shldr.
Asph. Conc. Wearing Course Class 'B' Mix, Nom. Thkn. - 2"
Asph. Conc. Base Course Class 'B' Mix, Nom. Thkn. - 5" - 2" over Extg. Pvm't.
Sl. 0.02/Ft
Sl. 0.02/Ft
Sl. 4:1
Sl. 2:1
Extg Pvm't Width - 24'
Aggregate Base Course Nom. Comp. Thkn. - 14"
Aggregate Leveling Course Nom. Comp. Thkn. - 2" - 9" on Shldrs
Extg Ground
Extg Bituminous Pvm't Width - 44'

STA. 60+00 TO STA. ~~160+00~~ 165+00
FOUR-LANE RECONSTRUCTION SECTION


℄
10' Shldr.
12'
12'
10' Shldr.
Asph. Conc. Wearing Course Class 'B' Mix, Nom. Thkn. - 2"
Asph. Conc. Base Course Class 'B' Mix, Nom. Thkn. - 2"
Aggregate Shldr. Mat'l Nom. Comp. Thkn. - 4"
Sl. 0.05/Ft
Sl. 0.02/Ft
Sl. 0.02/Ft
Sl. 0.05/Ft
Extg Bituminous Pvm't Width - 44'
Extg Ground
Extg Grou

STA. 60+00 TO STA. ~~160+00~~ 165+00
TWO-LANE OVERLAY SECTION

9076

39

ROAD DESIGN SECTION 378-6558

Leonard L. Wallace
Bridge Design Engineer

August 15, 1979

Lyle K. Watson
Lyle K. Watson
Design Engineer Supervisor

Grande Ronde-Wallace Bridge Sec.
Salmon River Highway
Polk County

A four-inch overlay of the existing highway is proposed for this section. Please review and submit your recommendations for handling the overlay at the following structures.

M.P. 23.10 - Bridge No. 1344 So. Yamhill River

M.P. 23.77 - Bridge No. 0745 So. Yamhill River

M.P. 27.17 - Bridge No. 8320 So. Yamhill River & Oxing Hwy. 157

LKW:cj

cc: Jerry Miller

Versteeg
Anderson
Christensen
Olsen
Sullivan
Turpin
Trout
Weberlig

RECEIVED
AUG 16 1979
ROAD DESIGN SECTION

file

Do Not File ☐
Return To
Bring Up / /
Action

9076 GRW0001 Trout 30

Form 61-73C-3030

IRANDE RONDE - WALLACE BRIDGE

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section M.P. 21.~~7, Salmon R. Highway Jct. Salmon R. Hwy. & Will.-Salem Hwy. & Intchg.~~

Date June 4, 1979

Highway Salmon River

Authorization No. 1

County Polk

Survey Prefix 027-1467 ✓ (Assigned by Salem office)

Description of termini, route, length, etc.: Westerly end M.P. 21.7 Salmon River Highway, easterly end M.P. 0.33 Willamina-Salem Highway. Overall length 5.8 miles.

Purpose of survey: Prepare P.S. & E. documents to overlay the existing section and interchange ramps; install guardrail @ bridge ends and improve signing.

Estimate of cost:

| | | |
|---|---|---|
| Field Survey | 901 | 3,000 |
| Final Design | 905 | 2,000 |
| Soils & Geol. | 910 | 5,000 |
| Traffic | 911 | 300 |
| Utility | 914 | 300 |
| Specifications | 921 | 1,000 |
| Adm. Serv.(Eng) | 922 | 100 |
| Seminars | 950 | 300 |

STATE

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

| | |
|---|---|
| Total estimated cost of survey | $ 12,000 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

Requests made by:

Richard E. Nelson, Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Perpin, Location Engineer

Approved:

Assistant State Highway Engineer

SP*10760-734

1979 Spray Sec. Rock Production 9077
Project, 5 miles SE of Monument,
Kimberly-Long Creek Hwy.

9077

L.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 12, 1980

In Reply Refer to File No.: CON 5 #9077

Grant County Redi-Mix
John Day, OR 97845

NOTED
H.S. COULTER

Re: Time Extension Request
Spray Rock Production
Contract No. 9077

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. No additional time can be granted for delays in obtaining parts for your crusher or for weather conditions. However, since the State's need for the rock produced change significantly after award of the contract, a contract time extension is granted to a revised specified completion date of August 20, 1980.

The facts involved under this particular contract were very unusual and this extension of time should not be construed to set a precedence that would apply to other projects.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter (w/att.)
W. E. Schwartz "
B. Johnson "
Robert Church

RECEIVED
STATE HWY EN
DEC 12 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9077

TO: C. T. Keasey
Assistant State Highway Engineer

DATE: December 11, 1980

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension
Spray Rock Production
Contract No. 9077

The attached letters from the Region and Resident set forth the details concerning contract time on this project. Basically, we awarded the contract in December, 1979 and specified a single completion date of May 15, 1980. The contractor did not move onto the job until May 7 and completed the work on August 20. This resulted in an overrun of contract time of 95 calendar days. The contractor's request contains no valid reason of additional contract time under the terms of the contract.

However, there are unusual facts involved which bear on the enforcibility of the contract liquidated damage clause. The completion date of May 15 was specified so that oiling rock would be available for use by State Maintenance crews in the early summer. After award and prior to specified completion, the maintenance oiling work contemplated was cancelled due to budget restrictions. The remaining material produced under this contract was sanding material which was not needed until well after the August 20 actual completion date. The actual time worked on the project - May 7 through August 20 - does not appear excessive and State construction engineering costs underran the authorized amount by approximately 12 percent.

On advice of counsel, it is recommended that liquidated damages be waived in this case under the particular facts. The concept of liquidated damages is to reimburse the owner (State) for damages that cannot be precisely determined. Liquidated damages are not enforcible if they are in fact a penalty rather than a reimbursement for some damage or loss sustained. In order to be enforcible, liquidated damages must represent a damage or loss that is partially quantifiable and partially indeterminate. The amount of quantifiable and indeterminate damage or loss is not necessarily material. Under the facts on this particular contract, we cannot demonstrate any quantifiable damage or loss, or any indeterminate damage or loss. The recommendation to waive liquidated damages on this particular contract under these particular facts is not intended to set a precedence in granting contract time extensions. Each case should be determined on its own set of facts and liquidated damages should not be waived without advice of counsel.

A letter to the contractor is enclosed for your consideration.

OBJ:fr
Enc.

#9077 [illegible]

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| R. A. Hatch Co.<br>No. 8987 | Silver Lake-Summer Lake<br>(M.P. 48.1 - M.P. 75.0)<br>Lake County | November 12, 1980 |
| A-1 Sandblasting & Steam Cleaning Co.<br>No. 9152 | Coast Fork Willamette River Br.<br>Lane County | November 13, 1980 |
| Elting, Inc.<br>No. 8709 | NE Marine Dr.-NE Failing St.<br>Multnomah County | November 13, 1980 |
| Interstate Slurry Seal, Inc.<br>No. 9170 | Castle Rock-Cedar Creek<br>(M.P. 4.8-M.P. 16.5)<br>Tillamook & Yamhill Counties | November 13, 1980 |
| Hertz Electric, Inc.<br>No. 8902 | Pendleton/John Day Hwy. @ SW 30th St. (Pendleton)<br>Umatilla County | November 13, 1980 |
| Grant County Redi-Mix<br>No. 9077 | Spray Rock Production<br>Wheeler & Grant Counties | November 18, 1980 |
| R. A. Hatch Co.<br>No. 9030 | Doherty Slide-Nevada State Line<br>Lake & Harney Counties | November 20, 1980 |
| Humbert Asphalting<br>No. 9092 | Paul Smith Rd.-S. Main St.<br>(Boardman)<br>Morrow County | November 21, 1980 |
| Rogers Construction, Inc.<br>No. 9160 | Boardman (N. Main St.)<br>Morrow County | November 24, 1980 |
| Hughes & Dodd Co.<br>No. 8991 | Buck Creek Road<br>Lake County | November 24, 1980 |
| Wildish Corvallis Construction Co.<br>No. 8976 | N. Albany, Santiam Hwy. & Lebanon Road Intchges.<br>Linn County | November 26, 1980 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Erosion Control, Inc.<br>No. 9109 | Grayback Creek Section<br>Josephine County | November 27, 1980 |
| S. D. Spencer & Son<br>No. 8472 | S. Ashland Intchge.-Calif. State Line<br>Jackson County | December 3, 1980 |
| Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V.<br>No. 8997 | Dodge Road-Estacada<br>Clackamas County | December 4, 1980 |
| Roy E. Ladd, Inc.<br>No. 9019 | Busway Rigid Frame (N. Banfield Intchge.)<br>Multnomah County | December 4, 1980 |
| Ray E. Wells, Inc.<br>No. 8917 | Kingwood St. (Florence)<br>Lane County | December 4, 1980 |
| Hertz Electric, Inc.<br>No. 9121 | Molalla Ave. @ Clairmont Way (Oregon City)<br>Clackamas County | December 5, 1980 |
| Bracelin-Yeager Excav. & Trucking<br>No. 9136 | Hemlock Ave.-8th Terrace (Coos Bay)<br>Coos County | December 5, 1980 |
| Douglas S. Coats, Inc.<br>No. 9112 | Willow Creek Bridge<br>Morrow County | December 5, 1980 |
| D & D Paving Co.<br>No. 9097 | Airport Rd. @ Salmon River Hwy.<br>Yamhill County | December 5, 1980 |
| Douglas S. Coats,Inc.<br>No. 9165 | Catherine Creek (Wilkinson Rd.) Br.<br>Union County | December 5, 1980 |
| Horton Bros., Inc.<br>No. 9172 | Rocky Point-M.P. 310.07<br>Curry County | December 5, 1980 |
| Eugene Sand & Gravel, Inc.<br>No. 9192 | Coburg (Stuart Way)<br>Lane County | December 8, 1980 |
| Douglas S. Coats,Inc.<br>No. 9094 | Willow Creek (Glenn Rd.) Bridge<br>Union County | December 9, 1980 |

December 10, 1980 D. B. Jackmond

For C. T. Keasey
Asst. State Highway Engineer

9077

L.

November 24, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 3
#9077

Gentlemen:

On November 21, 1980, we wrote to you concerning release of final payment on Contract No. 9077 awarded to Grant County Redi-Mix for the Spray Rock Production Project on the John Day and Kimberly-Long Creek Highways in Wheeler and Grant Counties.

Final payment on this contract is $3,000 and the total contract amount is $132,748.60. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Grant County Redi-Mix
P. O. Box 340
John Day, OR 97845

bc: C. T. Kaasey
Walt Hart
W. E. Schwartz

9077

1

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: November 19, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

NOTED
H. S. COULTER

The contractor has completed all work according to specifications and I hereby accept the following contract as of November 18, 1980.

Contract 9077 On Site Work Substantially Completed August 20, 1980

All Work Completed October 19, 1980

Project Spray Rock Production

Highway John Day & Kimberly-Long Creek

County Wheeler & Grant

Type of Work Rock Production

Contractor Grant County Redi-Mix

RDC:mk

cc: H. S. Coulter
R. D. Church

RECEIVED
STATE HWY ENGR
NOV 20 '80
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

9077

No. 15

Final

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Spray

WEEK ENDING: Aug/ 23, 1980

SECTION PREFIX: 35-8321

HIGHWAY: John Day & Kimberly-Long Cr.

COUNTY: Wheeler & Grant

NAME OF JOB: Spray Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Grant County Redi-Mix

CONTRACT NUMBER: 9077

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: December 27, 1979

DATE WORK STARTED: May 7, 1980

ESTIMATED COMPLETION DATE: Aug. 9, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: May 15, 1980

PERCENT OF TIME ELAPSED: 168%

PROJECT AUTHORIZATION: $ 177,911.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 163,803.75

ENGINEERING AUTHORIZATION: $ 14,107.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 149,366.25

ENGINEERING COST TO DATE: $ 12,478.65

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: XXXXXX UNDERRUN . . . . . . 8.8 %

PERCENT OF AUTHORIZATION . . . . . . 88 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | 100% | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | 16,000 CY | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | 14,250 CY | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | 14,250 CY | | |
| AVERAGE DAILY QUANTITIES | | | 0 | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | Overtime | | |
| NUMBER OF SHIFTS PER DAY | | | 1 | | |
| HOURS PER SHIFT | | | 8 | | |

EQUIPMENT USED DURING THE WEEK:

1 crusher, 1 dozer, 1 loader, 1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 17 | | 1 | | |
| MONDAY | 18 | Overcast cool | 1 | | |
| TUESDAY | 19 | Clear & warm | 1 | | |
| WEDNESDAY | 20 | Clear & warm | 1 | | Project completed. Second notification this date |
| THURSDAY | 21 | Clear & warm | 0 | | |
| FRIDAY | 22 | | 0 | | |
| SATURDAY | 23 | | 0 | | |

RECEIVED
AUG 25 1980
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Imoes
Widmer
Gebauer
Church

K

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 17 | No Activity |
| MONDAY 18 | Contractor crushed 3/4"-1/2" and 1/4"-#10 materials.<br>(100 yds.) (200 yds.) |
| TUESDAY 19 | Contractor crushed 3/4"-1/2" and 1/4"-#10 materials.<br>(100 yds.) (250 yds.) |
| WEDNESDA 20 | Contractor completed crushing for project this date.<br>Crushed 100 yds 3/4"-1/2" and 200 yds 1/4"-#10 material. |
| THURSDAY 21 | No Activity |
| FRIDAY 22 | No Activity |
| SATURDAY 23 | No Activity |

## REMARKS

Contractor completed crushing 3/4"-1/2" and 1/4"-#10 material. This completed the project on August 20, 1980. (Second notification submitted for this date.)

SIGNED Bobby D. Johnson LOCATION Pendleton
Bobby D. Johnson, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

# STATE OF OREGON
# MICROFILMED PUBLIC RECORD

( IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070 )

| | |
|---|---|
| NAME OF AGENCY | OREGON DEPARTMENT OF TRANSPORTATION |
| TITLE OF RECORD SERIES | Construction Contracts |
| ARRANGEMENT OF RECORDS | By Contract Number |
| INDEX | |

INDEXING BEGINS WITH : 9073 continued from Reel 214 (1979) ENDS WITH 9077

FLASH CARDS:

REMARKS:

| CAMERA: MAKE AND MODEL | FILM TYPE | REDUCTION RATIO | REEL NUMBER | PROJECT NUMBER |
|---|---|---|---|---|
| Bell & Howell File Master | 16mm AHU | 21 X | 215 | |

## CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 27th DAY OF September 1989 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan Cokeley

SIGNATURE OF CAMERA OPERATOR